



BOARD OF DIRECTORS 2019

GILLIAN GILLET, CHAIR
DAVE PINE, VICE CHAIR
CHERYL BRINKMAN
JEANNIE BRUINS
CINDY CHAVEZ
RON COLLINS
DEVORA "DEV" DAVIS
CHARLES STONE
SHAMANN WALTON

JIM HARTNETT
EXECUTIVE DIRECTOR

AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

April 4, 2019 – Thursday

10:00 am

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Swearing-in of Shamann Walton Representing the City and County of San Francisco
4. Public Comment For Items Not on the Agenda

Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.

5. Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately

- | | |
|--|---------------|
| a. Approve Special Meeting Minutes of March 7, 2019 | MOTION |
| b. Approve Meeting Minutes of March 7, 2019 | MOTION |
| c. Accept Statements of Revenues and Expenditures for February 2019 | MOTION |
| d. Receive Key Caltrain Performance Statistics – February 2019 | INFORMATIONAL |
| e. Receive State and Federal Legislative Update | INFORMATIONAL |
| f. Receive Caltrain Business Plan Monthly Update | INFORMATIONAL |
| g. Approval of Revisions to the Peninsula Corridor Joint Powers Board Procurement Policy | RESOLUTION |
| h. Award of Contract for State Legislative Advocacy Services | RESOLUTION |
| i. Award of Contract for Federal Legislative Advocacy Services | RESOLUTION |
6. Report of the Chair
 7. Report of the Citizens Advisory Committee

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Peninsula Corridor Joint Powers Board
April 4, 2019 Agenda

8. Report of the Executive Director
 - a. Peninsula Corridor Electrification Project Monthly Report for February 2019 INFORMATIONAL
 - b. Monthly Report on Positive Train Control System INFORMATIONAL
9. Award of Contract for On-Call Construction Management Services for Peninsula Corridor Electrification Project RESOLUTION
10. Update on Construction of 25th Avenue Grade Separation INFORMATIONAL
11. Correspondence
12. Board Member Requests
13. General Counsel Report
 - a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Santa Clara Valley Transportation Authority v. Alves Alongi Properties, LLC, et al. Santa Clara Superior Court, Case No. 17CV316097
 - b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Silverstein v. Transit America Services, Inc., et al., San Mateo County Superior Court 18-CIV-01961
14. Date/Time of Next Regular Meeting: Thursday, May 2, 2019 at 10:00 a.m. San Mateo County Transit District Administrative Building, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
15. Adjourn

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

INFORMATION FOR THE PUBLIC

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.com. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 or 511.

The JPB meets regularly on the first Thursday of the month at 10 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Board, please fill out a speaker's card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB Secretary, who will distribute the information to the Board members and staff.

Members of the public may address the Board on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to two minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.com; or by phone at 650.508.6242, or TDD 650.508.6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

Peninsula Corridor Joint Powers Board
Board of Directors
1250 San Carlos Avenue, San Carlos CA 94070

MINUTES OF MARCH 7, 2019
SPECIAL MEETING

MEMBERS PRESENT: J. Bruins, C. Brinkman, C. Chavez (arrived at 9:19 a.m.),
D. Davis (arrived at 9:07 a.m.), G. Gillett (Chair), D. Pine (Vice
Chair), C. Stone, M. Zmuda

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, J. Cassman, J. Brook, A. Chan,
B. Fitzpatrick, M. Jones, M. Bouchard, D. Hansel, J. Epstein,
C. Fromson, J. Funghi, D. Hansel, D. Lieberman, S. Murphy
S. Petty, D. Seamans, D. Stewart, S. van Hoften

ROLL CALL

Chair Gillian Gillett called the meeting to order at 9:01 a.m.

District Secretary Dora Seamans called the roll and confirmed all were present except for Director Cindy Chavez and Director Dev Davis (who were delayed).

**UPDATE AND DISCUSSION ON PLANS AND POLICIES INFLUENCING THE USE OF JPB
PROPERTY**

Michelle Bouchard, Chief Operating Officer, Rail, introduced Brian Fitzpatrick, Director, Real Estate & Development and Melissa Jones, Principal Planner, and they provided an in-depth update on the plans and policies influencing the use of JPB property, information included background and context on current uses of the JPB property and updates on four interrelated planning and policy efforts to guide future use of JPB property; these four projects include the Caltrain Business Plan, the Caltrain Rail Corridor Use Policy (RCUP), the Caltrain Station Management Toolbox (Toolbox), and the Caltrain Transit-Oriented Development (TOD) Policy. The presentation can be found on the Caltrain website link at:

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/2019/2019-03-07+-+JPB+revised+special+meeting+ppt.pdf

There was a robust discussion on the plan and policy; Mr. Fitzpatrick and staff provided further clarifications in response to Board comments and questions.

Chair Gillett announced that the public comments will be restricted to one minute and noted that there would be future opportunities to discuss this subject.

PUBLIC COMMENT

Jeff Carter, Millbrae, commented on the right of way.

Vaughn Wolffe, commented on the TOD, affordable housing and community benefits.

Leora Ross, Housing Leadership Council of San Mateo County, expressed appreciation on the staff's effort on the report and policy.

Roland Lebrun, San Jose, commented on the TOD policy and expressed concern on the mandate on minimum density.

Adina Levin, Friends of Caltrain, commented on the TOD and collaboration.

Mark Roest, San Mateo, commented on affordable housing and community benefits.

Nikita Sinha, San Jose, expressed excitement and supports the TOD policy.

Drew, San Mateo, commented on community benefits.

ADJOURN

The special meeting adjourned at 10:06 a.m.

**Peninsula Corridor Joint Powers Board
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF MARCH 7, 2019

MEMBERS PRESENT: G. Gillett (Chair), J. Bruins, C. Brinkman, C. Chavez, R. Collins, D. Davis, D. Pine (Vice Chair, arrived at 10:16 am), C. Stone, M. Zmuda

MEMBERS ABSENT: None

STAFF PRESENT: J. Hartnett, C. Mau, J. Cassman, T. Bartholomew, M. Bouchard, J. Brook, A. Chan, D. Hansel, B. Fitzpatrick, C. Fromson, J. Funghi, D. Hansel, V. O'Brien, S. Petty, M. Reggiardo, D. Seamans, S. van Hoften

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Gillian Gillett called the meeting to order at 10:07 a.m. Director Dev Davis led the Pledge of Allegiance.

ROLL CALL

District Secretary Dora Seamans called the roll and confirmed all present, with the exception of Vice Chair Dave Pine who was delayed.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Vaughn Wolfe, Pleasanton, addressed the Board on the subject of affordable housing and the Dumbarton rail corridor project.

Ruth Radetsky discussed the denial of boarding of bicycles on Caltrain.

Lois Kellerman, Mountain View, reiterated the previous speaker's comments regarding bicycles.

Shirley Johnson, San Francisco, distributed written information and discussed the increase in weekday ridership as it related to bicycles bumped from trains.

Jeff Carter, Millbrae, requested that his public information requests be fulfilled as soon as possible.

Andy Chow, Redwood City, discussed recent changes to the high speed rail project.

Adina Levin, San Francisco, discussed the Caltrain Business Plan, equitable access to the train and the fare policy.

CONSENT CALENDAR

Motion/Second: Stone/Brinkman

Ayes: Brinkman, Bruins, Chavez, Collins, Davis, Stone, Zmuda, Pine, Gillett

Absent: None

Noes: None

- a. Approved Meeting Minutes of February 7, 2019
- b. Accepted Statements of Revenues and Expenditures for January 2019

Derek Hansel, Chief Financial Officer, and Michelle Bouchard, Chief Operating Officer, Rail, responded to Board members' questions regarding the financial statements.

- c. Received Key Caltrain Performance Statistics – January 2019

Public Comment:

Jeff Carter, Millbrae, addressed the board regarding the annual count and posed several questions regarding information contained in how the count is conducted.

- d. Received State and Federal Legislative Update
- e. Received Caltrain Business Plan Monthly Update – February 2019
- f. Appointment of Citizens Advisory Committee Representative
- g. Authorized Resolution 2019-04, Annual Cap and Trade Funding for the Peninsula Corridor Electrification Project
- h. Authorized Resolution 2019-05, Federal Railroad Administration Funding for Positive Train Control
- i. Authorized Resolution 2019-06, Amending Existing Agreement with San Mateo County Transportation Authority and the City of Burlingame to Receive Funding for the Broadway Grade Separation and to Amend the Fiscal Year 2019 Capital Budget
- j. Receive Capital Projects Quarterly Report – 2nd Quarter Fiscal Year 2019

REPORT OF THE CHAIR

Chair Gillett announced appointments to the standing committees for the year:

- Finance Committee: Directors Zmuda (Chair), Davis and Collins.
- Work Program/Legislative/Planning Committee: Directors Stone (Chair), Brinkman, and Chavez.

Chair Gillett also informed that former board member Jeff Gee would continue to provide reports to the Board regarding the Transbay Joint Powers Agency.

Public Comment:

Roland Lebrun, San Jose, requested that the public be able to attend the standing meetings. Responding, Legal Counsel Cassman stated that the standing committees are subject to the Brown Act and would be open to the public.

REPORT OF THE CITIZENS ADVISORY COMMITTEE

Brian Shaw, Chair of the Citizens Advisory Committee, reported details on the recent Citizens Advisory Committee. He noted vacancies still exist from San Mateo and now San Francisco counties. Director Pine announced that Adrian Brandt was appointed to the advisory committee as the San Mateo County representative.

REPORT OF THE EXECUTIVE DIRECTOR

Jim Hartnett, Executive Director, provided updates on the repairs to the Salesforce Transit Center project, the Dumbarton Corridor rail bridge project and a potential sales tax measure for Caltrain.

Peninsula Corridor Electrification Project (PCEP) Monthly Report for January 2019

John Funghi, CalMod Chief Officer, provided a brief monthly report on the status of the electrification project. He stated that the overhead catenary system project work was continuing with the installation of wires, foundations and poles. The grade crossing signal work is ongoing and the tunnel work is on scheduled, with catenary work to be installed in the tunnels by the end of March. He expressed appreciation to SamTrans for its bus bridge during construction. Regarding the electric multiple cars (EMU's), seven have been assembled in Salt Lake City, Utah, with three more currently underway.

Mr. Funghi responded to Board members regarding certain project issues and how it affects the project timeline.

Monthly Report on Positive Train Control (PTC) System

Michelle Bouchard, Chief Operating Officer, Rail, highlighted a recent meeting with the contractor, Wabtec, regarding provisions to incentivize their participation and certification of the positive train control project technology to meet the federal deadline. Ms. Bouchard responded to Board members' questions regarding the project and stated she would report on the progress at the next month's meeting.

Financial Dashboard and Discussion Regarding Bond Sale

Derek Hansel, Chief Financial Officer, reported on the financial update recent bond sale. Mr. Hansel stated the bonds were successfully sold on February 22, allowing a refinancing and refunding of all existing debt, resulting in a present value savings of \$3.6 million. He noted the refinancing also provided for approximately \$20 million in revenue for new real property acquisition.

ADOPTION OF NAMING RIGHTS

Seamus Murphy, Chief Communications Officer, recommended adopting a naming rights policy for Caltrain facilities in order to provide guidance for third party requests to name or re-name agency assets. He cited the other transit agencies that have been utilizing naming rights are a vehicle to obtain revenue.

Mr. Murphy answered Board member questions on how the agreement would be administered, revenue projections, and other agencies that are selling naming rights.

Board members asked that the individual agreements return for final approval. Director Zmuda requested that staff proceed with caution in agreeing to this type of revenue to help resolve ongoing budgetary challenges and in the types of companies that the agency engages with.

Chair Gillett noted a revised resolution in the Board packet. Director Bruins recommended striking the second "Whereas" clause in the Resolution, as it was negative.

Approved by Resolution 2019-07, as amended, to strike the second "Whereas" clause in the Resolution.

Motion/Second: Bruins/Chavez

Ayes: Brinkman, Bruins, Chavez, Collins, Davis, Pine, Stone, Zmuda, Gillett

Absent: None

Noes: None

AWARD OF CONTRACTS FOR ON-CALL CONSTRUCTION MANAGEMENT SERVICES

Conception Gayotin, Manager of Contracts and Procurement, recommended awarding contracts to the following firms for construction management services in the amount \$38 million, for a five-year term:

- MNS Engineers, Inc. of Oakland, Ca., and
- Vali Cooper & Associates, Inc., Concord, Ca.

Approved by Resolution 2019-08

Motion/Second: Brinkman/Collins

Ayes: Brinkman, Bruins, Chavez, Collins, Davis, Pine, Stone, Zmuda, Gillett

Absent: None

Noes: None

UPDATE ON TRANSIT INTERCITY CAPITAL RAIL PROGRAM (TIRCP) PROJECT: EMU CONFIGURATION AND WAYSIDE BIKE PROGRAM

Michelle Bouchard, Chief Operating Officer, Rail, provided a presentation and update on the Intercity capital rail program, electrical multiple unit car configuration and how the car/seating configuration relates to the wayside bicycle program. Ms. Bouchard discussed current and future capacity, financial implications and how it all relates to the Caltrain Business Plan and projected growth in the corridor and security of bikes.

Ms. Bouchard introduced Dan Provence, Principal Planner, Station Access, who continued the presentation with the focus on the bicycle efforts he is working on.

Ms. Bouchard responded to Board members questions and comments.

Public Comment

Chair Gillett announced, due to the hour and number of speakers, a one-minute time limit.

Shirley Johnson, San Francisco, expressed appreciation for the focus on the bicycle issue. She commented on the presentation.

Lois Kellerman, Mountain View, commented on details of the presentation.

Ruth Radetsky commented on the details of the presentation.

Roland Lebrun, San Jose, referred to his correspondence and spoke on various issues.

Adina Levin, Friends of Caltrain, discussed scooters, e-lockers, and long-term strategy.

Scott Mace, former Bicycle advisory committee member, requested the removal of monthly bicycle lockers,

Jeff Carter, Millbrae, discussed the expansion to 10-car trains more trains per hour, and bicycles on board,

Drew, San Mateo, discussed a compromise between bikes and riders.

Scott Yarborough, San Francisco, stressed the need for more train capacity.

Several Board members provided commentary on the presentation and speakers' comments.

Due to the late hour, Chair Gillett requested that the following items be moved to the April Board meeting:

- **UPDATE ON CONSTRUCTION OF 25th AVENUE GRADE SEPARATION**
- **CALTRAIN QUARTERLY PERFORMANCE REPORTS**
 - **Rail Operations Performance Update**
 - **Safety and Security Update**

CORRESPONDENCE

Correspondence received was included in the packet and posted to the agency's website.

BOARD MEMBER REQUESTS

Director Zmuda announced that she is rotating off the board. She expressed appreciation for the staff's and colleagues work for Caltrain. Board members thanked Director Zmuda for her incredible work on the board.

**DATE/TIME OF NEXT REGULAR MEETING: THURSDAY, APRIL 4, 2019 AT 10:00 A.M.
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING, 2ND FLOOR,
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070**

Chair Gillett announced that the next meeting would be held on Thursday, April 4, 2019 at 10 a.m.

GENERAL COUNSEL REPORT

Joan Cassman, Legal Counsel, stated the Board would meet in closed session to discuss the following matters:

a.) Closed Session: Conference with Legal Counsel - Litigation Pursuant to Government Code Section 54956.9: one case

The Board approved participating as a friend of the court before the California Court of Appeal in the case Los Angeles Metropolitan Transportation Authority v. Southern California Gas Company. The case concerns control of access to public transit rights of way.

b.) Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Peninsula Corridor Joint Powers Board v. Golden Bay Fence Plus Iron Works, Inc., et al.; Superior Court for City and County of San Francisco Case No. CGC-19-573781

No reportable action was taken.

ADJOURN

The meeting reconvened into open session at approximately 12:40 p.m. and adjourned.

An audio/video recording of this meeting is available online at www.caltrain.com. Questions may be referred to the Board Secretary's office by phone at 650.508.6279 or by email to board@caltrain.com.

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board
THROUGH: Jim Hartnett
Executive Director
FROM: Derek Hansel
Chief Financial Officer
SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
FEBRUARY 28, 2019**

ACTION

Staff proposes that the Board of Directors accept and enter into the record the Statement of Revenues and Expenses for the month of February, 2019.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through February 28, 2019. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances. In addition, the current forecast of Revenues and Expenses is compared to the Adopted Budget for Fiscal Year 2019.

SIGNIFICANCE

Annual Forecast: The annual forecast was updated for the February board meeting based on actual revenue and expense trends through December 2018. The forecast will be updated again for the April board meeting.

Forecast Revenues: Total revenue (page 1, line 17) is forecast \$3.8 million lower than budget. This is primarily driven by lower Farebox Revenue (page 1, line 1) which is \$4.3 million lower than budget due to lower ticket vending machine and Clipper sales, partially offset by higher Go Pass revenue. Year-to-date ridership trends have been lower than projected, driving down Farebox Revenue. The decline in Farebox Revenue is partially offset by increased Other Income (page 1, line 5) due to higher advertising and interest income.

The Use of Reserves (page 1, line 13) is \$0.7 million lower than budget due to lower forecast expenses, partially offset by lower revenue.

Forecast Expenses: Total Expense (page 1, line 48) is \$3.8 million lower than budget. The variance is primarily due to lower expense trends. Shuttles Services (page 1, line 26) is \$1.2 million lower than budget due to a labor shortage of drivers causing a reduction in service. Wages & Benefits (page 1, line 37) is \$1.3 million lower than budget due to continued vacancies partially offset by \$0.4 million higher Managing Agency Overhead (page 1, line 38) due to higher than anticipated costs. Other Office Expenses and Services (page 1, line 42) is \$1.4 million lower than budget due primarily to lower software maintenance, bank fees, and recruiting fees. The forecast for Long Term Debt

Expense (page 1, line 46) is the same as budget but may change with the debt issuance and refinancing.

Year to Date Revenues: As of February year-to-date actual, the Total revenue (page 1, line 17) is \$8.0 million higher than the prior year. This is primarily driven by higher Farebox Revenue (page 1, line 1), Operating Grants (page 1, line 11) and JPB Member Agencies contributions (page 1, line 12).

Year to Date Expenses: As of February year-to-date actual, the Total Expense (page 1, line 48) is \$5.0 million higher than the prior year-to-date actual. This is primarily due to Rail Operator Services (page 1, line 23) and Insurance Cost (page 1, line 29).

BUDGET IMPACT

There are no budget amendments for the month of February 2019.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:	Maria Pascual, Accountant	650-508-6288
	Jennifer Ye, Manager, General Ledger	650-622-7890

PENINSULA CORRIDOR JOINT POWERS BOARD
STATEMENT OF REVENUE AND EXPENSE
Fiscal Year 2019
February 2019

% OF YEAR ELAPSED

66.7%

	YEAR TO DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	FORECAST	\$ VARIANCE	% BUDGET
REVENUE								
OPERATIONS:								
1 Farebox Revenue	63,403,062	66,330,153	2,927,091	4.6%	107,795,329	103,500,000	(4,295,329)	(4.0%)
2 Parking Revenue	3,462,860	3,472,936	10,076	0.3%	5,845,900	5,500,000	(345,900)	(5.9%)
3 Shuttles	1,465,508	1,277,880	(187,628)	(12.8%)	2,683,400	2,000,000	(683,400)	(25.5%)
4 Rental Income	1,285,861	1,271,716	(14,145)	(1.1%)	1,873,000	2,100,000	227,000	12.1%
5 Other Income	1,160,953	1,615,153	454,200	39.1%	1,192,000	3,200,000	2,008,000	168.5%
6								
7 TOTAL OPERATING REVENUE	70,778,244	73,967,838	3,189,594	4.5%	119,389,629	116,300,000	(3,089,629)	(2.6%)
8								
CONTRIBUTIONS:								
9								
10 AB434 Peninsula & TA Shuttle Funding	1,205,253	1,168,523	(36,730)	(3.0%)	1,767,700	1,767,700	-	0.0%
11 Operating Grants	2,843,767	4,380,405	1,536,638	54.0%	3,700,607	3,700,607	-	0.0%
12 JPB Member Agencies	15,668,059	18,882,000	3,213,941	20.5%	25,448,014	25,448,014	-	0.0%
13 Use of Reserves			-	0.0%	1,208,871	547,509	(661,362)	(54.7%)
14								
15 TOTAL CONTRIBUTED REVENUE	19,717,079	24,430,928	4,713,849	23.9%	32,125,192	31,463,830	(661,362)	(2.1%)
16								
17 GRAND TOTAL REVENUE	90,495,323	98,398,766	7,903,443	8.7%	151,514,821	147,763,830	(3,750,991)	(2.5%)
18								
19								
EXPENSE								
20								
21								
OPERATING EXPENSE:								
22								
23 Rail Operator Service	52,832,391	56,114,071	3,281,680	6.2%	87,385,577	87,385,577	-	0.0%
24 Positive Train Control	-	20,481	20,481		572,481	572,481	-	0.0%
25 Security Services	3,953,356	3,818,904	(134,452)	(3.4%)	6,172,151	6,172,151	-	0.0%
26 Shuttles Services	3,166,147	2,609,604	(556,543)	(17.6%)	5,444,500	4,287,506	(1,156,994)	(21.3%)
27 Fuel and Lubricants	6,383,440	7,008,316	624,876	9.8%	10,765,356	10,765,356	-	0.0%
28 Timetables and Tickets	42,590	53,414	10,824	25.4%	143,500	143,500	-	0.0%
29 Insurance	1,037,774	3,073,346	2,035,572	196.1%	5,750,000	5,750,000	-	0.0%
30 Facilities and Equipment Maint	1,327,212	1,257,048	(70,164)	(5.3%)	3,301,895	3,301,895	-	0.0%
31 Utilities	1,277,802	1,185,841	(91,961)	(7.2%)	2,265,720	2,265,720	-	0.0%
32 Maint & Services-Bldg & Other	866,049	710,038	(156,011)	(18.0%)	1,529,098	1,267,708	(261,390)	(17.1%)
33								
34 TOTAL OPERATING EXPENSE	70,886,761	75,851,063	4,964,302	7.0%	123,330,278	121,911,894	(1,418,384)	(1.2%)
35								
ADMINISTRATIVE EXPENSE								
36								
37 Wages and Benefits	5,589,771	6,625,540	1,035,769	18.5%	11,480,399	10,171,262	(1,309,137)	(11.4%)
38 Managing Agency Admin OH Cost	3,793,889	4,254,370	460,481	12.1%	5,899,231	6,300,000	400,769	6.8%
39 Board of Directors	10,954	14,334	3,381	30.9%	14,600	14,600	-	0.0%
40 Professional Services	3,254,261	1,201,410	(2,052,852)	(63.1%)	5,125,000	5,125,000	1	0.0%
41 Communications and Marketing	77,380	178,189	100,810	130.3%	316,500	316,500	-	0.0%
42 Other Office Expenses and Services	1,386,657	2,010,105	623,448	45.0%	4,050,139	2,625,900	(1,424,239)	(35.2%)
43								
44 TOTAL ADMINISTRATIVE EXPENSE	14,112,912	14,283,948	171,037	1.2%	26,885,868	24,553,262	(2,332,606)	(8.7%)
45								
46 Long Term Debt Expense	1,028,463	886,412	(142,051)	(13.8%)	1,298,675	1,298,675	-	0.0%
47								
48 GRAND TOTAL EXPENSE	86,028,136	91,021,424	4,993,287	5.8%	151,514,821	147,763,830	(3,750,991)	(2.5%)
49								
50 NET SURPLUS / (DEFICIT)	4,467,187	7,377,342	2,910,155	65.1%	0	-	(0)	(100.0%)



PENINSULA CORRIDOR JOINT POWERS BOARD

INVESTMENT PORTFOLIO

AS OF FEBRUARY 28, 2019

TYPE OF SECURITY		MATURITY DATE	INTEREST RATE	PURCHASE PRICE	MARKET RATE
Local Agency Investment Fund (Unrestricted)	*	Liquid Cash	2.392%	-	-
County Pool (Restricted)	**	Liquid Cash	2.355%	1,000,000	1,000,000
County Pool (Unrestricted)	**	Liquid Cash	2.355%	765,938	765,938
Other (Unrestricted)		Liquid Cash	0.000%	34,269,102	34,269,102
Other (Restricted)	***	Liquid Cash	0.850%	20,900,183	20,900,183
				\$ 56,935,223	\$ 56,935,223

Accrued Earnings for February 2019
 Cumulative Earnings FY2019 \$ 255,899.00

* The market value of Local Agency Investment Fund (LAIF) is calculated annually and is derived from the fair value factor as reported by LAIF for quarter ending June 30th each year.

** As of February 2019, the total cost of the Total County was \$5,549,152,280 and the fair market value per San Mateo County Treasurer's Office was \$5,557,779,652.

*** Prepaid Grant funds for Homeland Security, PTMISEA and LCTOP projects, and funds reserved for debt repayment.

The Portfolio and this Investment Report comply with the Investment Policy and the provisions of SB 564 (1995).

The Joint Powers Board has the ability to meet its expenditure requirements for the next six months.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **KEY CALTRAIN PERFORMANCE STATISTICS – FEBRUARY 2019**

ACTION

Staff Coordinating Council recommends that the Board receive the Performance Report for February 2019.

SIGNIFICANCE

Staff has previously acknowledged the need to update the ticket sales-based ridership estimating methodology to more accurately reflect ridership behavior of multiride pass users and to better estimate the total monthly ridership as well as average weekday ridership. The new methodology makes use of historical ticket sales, the annual counts and triennial survey data for ticket usage. Going forward, the method will be calibrated on a periodic basis.

This report confirms that there has been a reduction in average weekday ridership over the course of the past two months in addition to the reduction in ridership from the weekend tunnel closures. There are several factors that may have contributed to this reduction including very wet weather, residual impacts from fare adjustments, peak period train capacity constraints, overall economic cooling, TNCs, etc. Each of these potential causes is discussed below. Staff will continue to monitor all potential causes for weakening ridership trends particularly as the budget season kicks off.

BUDGET IMPACT

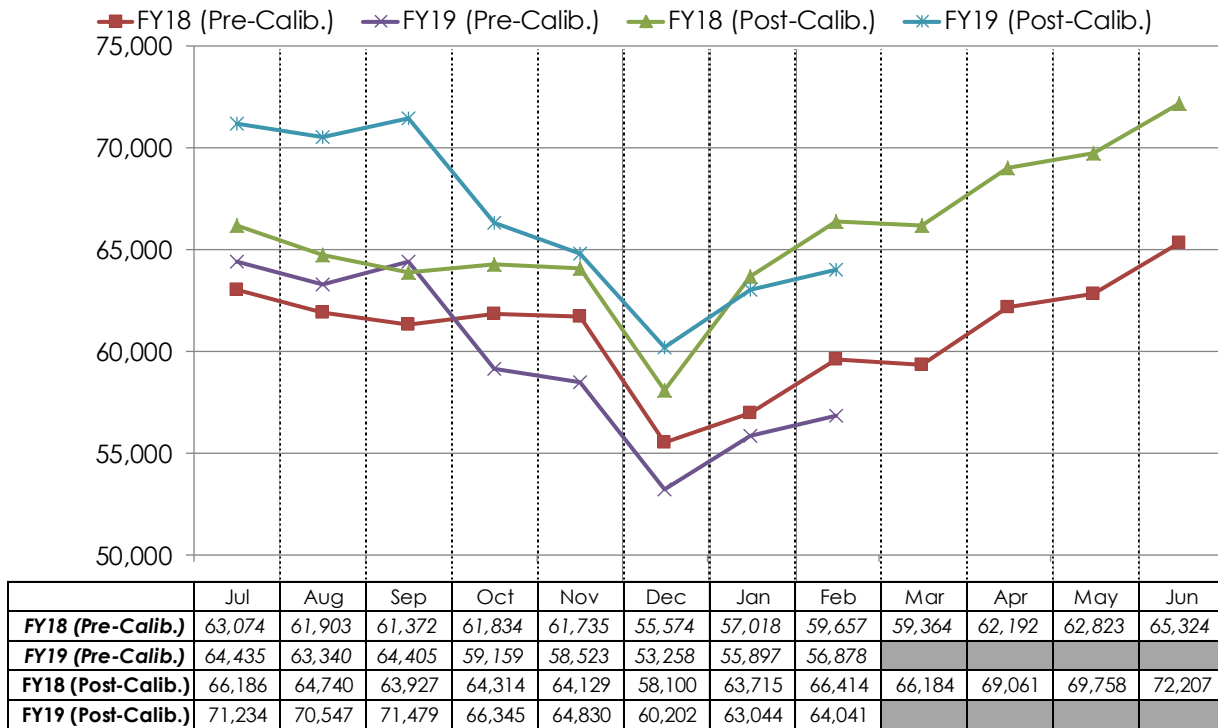
There is no budget impact at this time.

MONTHLY UPDATE

The model calculating the ridership for the monthly Caltrain Key Performance Statistics report was calibrated this month using the historic ticket sales reports, Caltrain Annual Passenger Count results and the Caltrain Triennial Survey results.

The AWR of each month in FY 2018 and FY 2019 calculated before the calibration and after the calibration are summarized in Graph A.

Graph A
Average Weekday Ridership
FY18 and FY19 AWR: Pre-Calibration and Post-Calibration



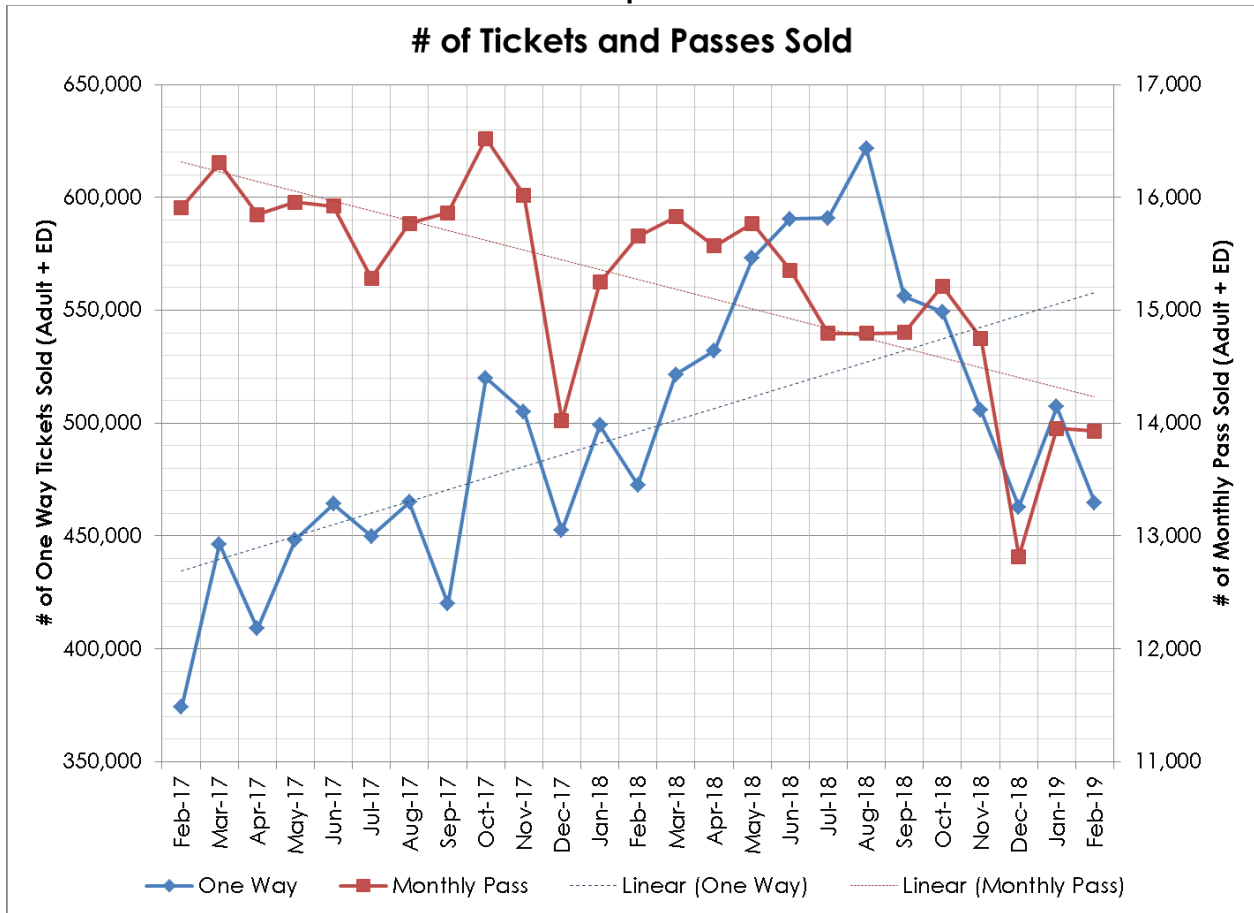
As is shown, AWR calculated with the old method shows significant decreases in AWR beginning in October. This decline was directly attributed to the weekend tunnel closures. The new methodology is better able to isolate impacts to weekday versus weekend ridership while reasonably representing the ridership seasonality.

Ticket Sales Trend

Over the course of the last 2 years, Caltrain has changed fare products and aggressively pursued fare increases to close budget gaps. Two changes to the Monthly pass multiplier have been implemented recently resulting in the cost multiplier increasing from 26.5 to 30 trips.

This effectively means that passengers will be paying for 3.5 additional one-way trips per month. The overall impact of this has shifted passengers from Monthly passes to one-way tickets. Elimination of 8-ride tickets also contributed to a significant increase in one-way ticket sales compared to changes in sales of other Caltrain fare products. The monthly pass and one way sales by month in last 24 months is depicted in Graph A.

Graph B



Total and Average Weekday Ridership

In February 2019, Caltrain’s Average Weekday Ridership (AWR) decreased 3.6 percent to 64,041 from calibrated February 2018 AWR of 66,414. The total number of passengers who rode Caltrain in February 2019 decreased 3.5 percent to 1,323,427 from 1,371,485 in the calibrated February 2018 ridership.

Weather-related Impacts

Caltrain ridership is impacted by very wet winters. There were 16 days with 0.1 inch or more precipitation in February 2019 compared with 4 days in February 2018. This is likely the largest contributor to ridership decline.

While this has not resulted in decreased AWR until January and February the increased use of one way passes could have potentially allowed passengers to opt out of traveling on Caltrain during inclement weather as opposed to having a captured ridership pool that have already invested in monthly passes (and paid whether or not they rode).

Other Influences on Ridership

Other potential influences on ridership need to be considered:

- Overall downward ridership trend in other transit systems which operate in similar geographical areas, namely:
 - Average weekday ridership of BART decreased by 1.6 percent from February 2018
 - Southern California Regional Rail Authority (SCRRA, also known as Metrolink) systemwide ridership decreased by 2.3 percent from February 2018
- Overly crowded peak trains that require standees are less attractive to potential riders
- Impact of TNCs on short trips

It is difficult to determine the degree to which these three influences are impacting average weekday ridership. Caltrain will be participating in MTC's Bay Area Transit Use Study Project which is geared toward assessing how transit ridership is changing and why. Caltrain will also determine if recently collected survey data can assist in determining if overcrowding has been a factor.

February 2019 farebox Revenue decreased 1.3 percent to \$7,481,216 from \$7,580,020 in February 2018.

On-time performance (OTP) for February 2019 was 92.2 percent compared to 93.7 percent OTP for February 2018. In February 2019, there were 529 minutes of delay due to mechanical issues compared to 240 minutes in February 2018.

Looking at customer service statistics, there were 8.6 complaints per 100,000 passengers in February 2019 which increased from 7.1 in February 2018.

Shuttle ridership for February 2019 decreased 1.3 percent from February 2018. For station shuttles:

- Millbrae-Broadway shuttle: 191 average daily riders
- Weekend Tamien-San Jose shuttle: 26 average daily riders

When the Marguerite shuttle was removed, the impact to ridership was a decrease of 7.8 percent. Due to ongoing service issues with the Shuttle Contractor (MV Transportation) as a result of staffing shortage, there were a total of 906 DNOs (Did Not Operate) trips and a total of 7,951 DNOs in FY2019 for Caltrain in February 2019. Although DNOs have generally leveled off for Caltrain, there are still service loses beyond previously implemented service reductions and suspensions to match available operator counts. The Belmont-Hillsdale shuttle and Menlo Park Midday Shuttle remain temporarily discontinued.

Table A
February 2019

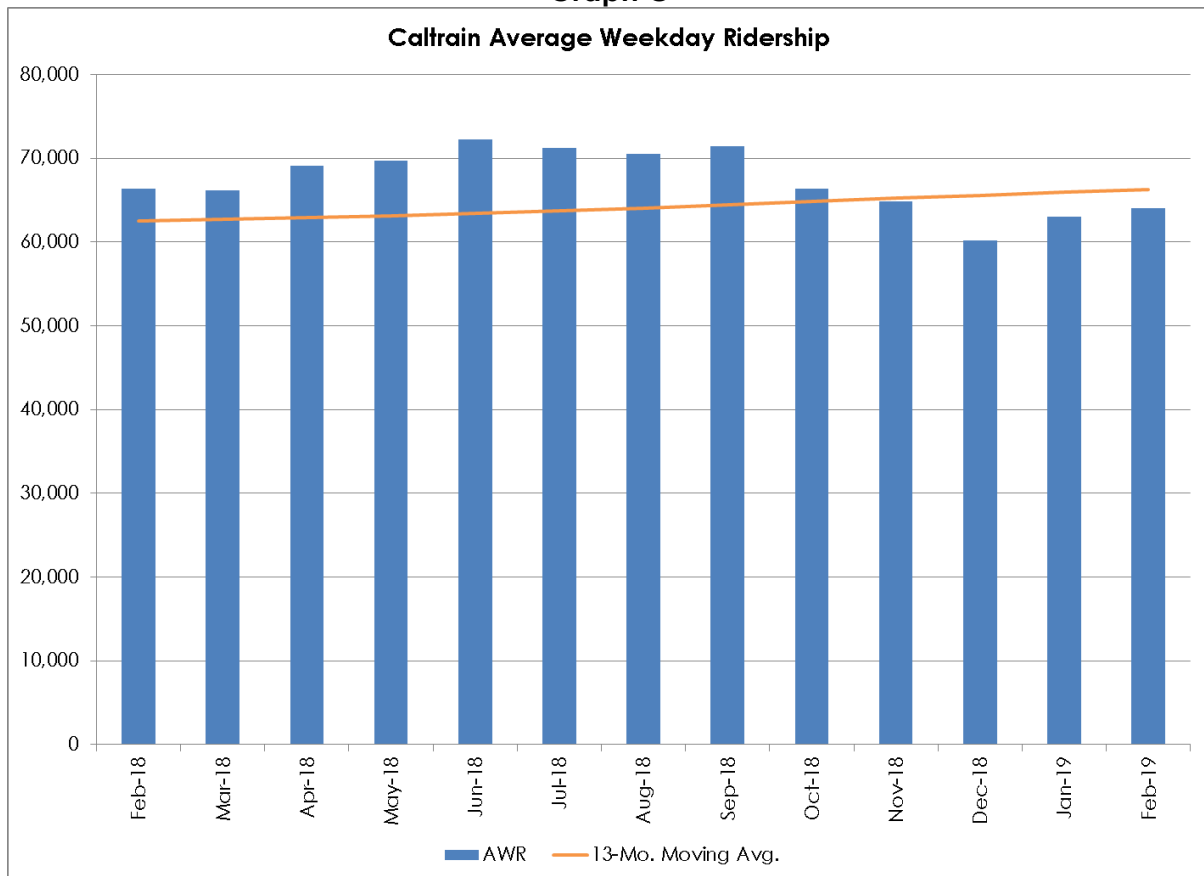
	FY2018	FY2019	% Change
Total Ridership	1,371,485*	1,323,427	-3.5%
Average Weekday Ridership	66,414*	64,041	-3.6%
Total Farebox Revenue	\$ 7,580,020	\$ 7,481,216	-1.3%
On-time Performance	93.7%	92.2%	-1.6%
Average Weekday Caltrain Shuttle Ridership	9,321	9,204	-1.3%

Fiscal Year to Date

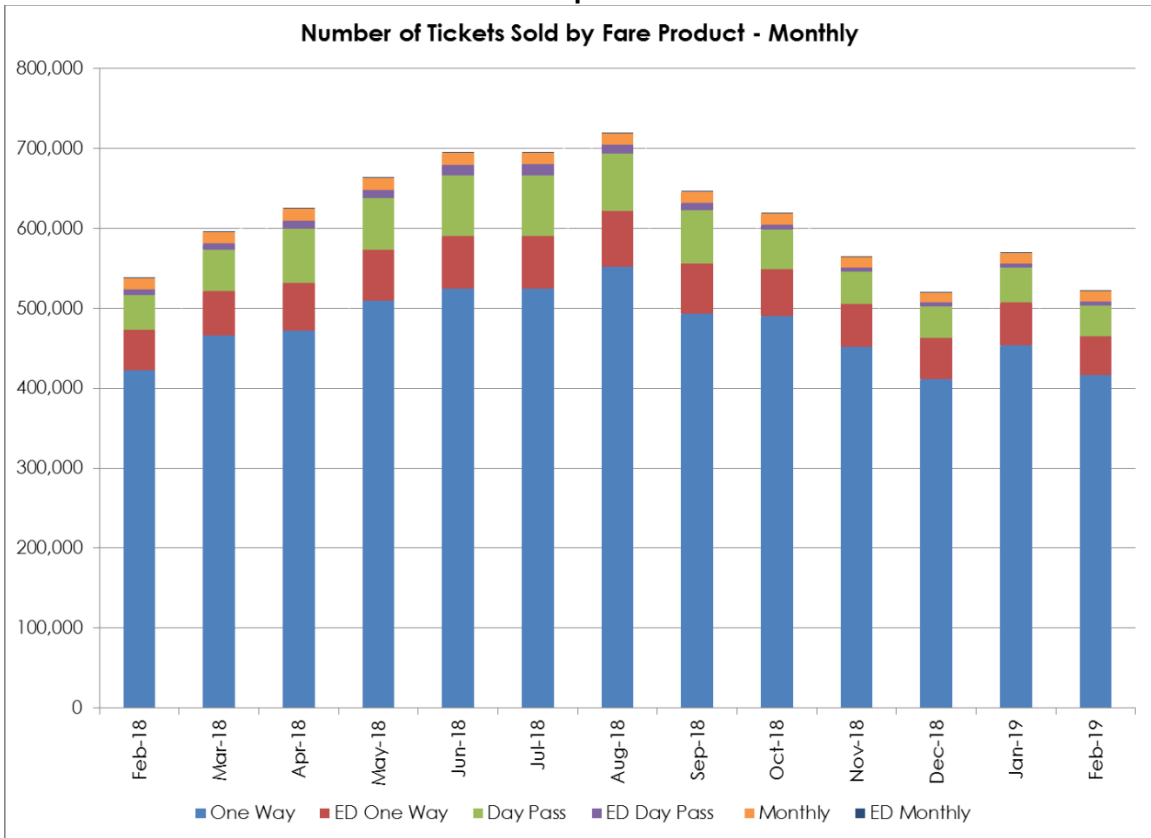
	FY2018	FY2019	% Change
Total Ridership	12,353,535*	12,107,817*	-2.0%
Average Weekday Ridership	61,953*	66,465*	7.3%
Total Farebox Revenue	\$ 63,403,062	\$ 66,330,153	4.6%
On-time Performance	94.8%	93.0%	-1.9%
Average Weekday Caltrain Shuttle Ridership	8,737	8,250	-5.6%

* = Items revised due to calibration to the ridership model

Graph C

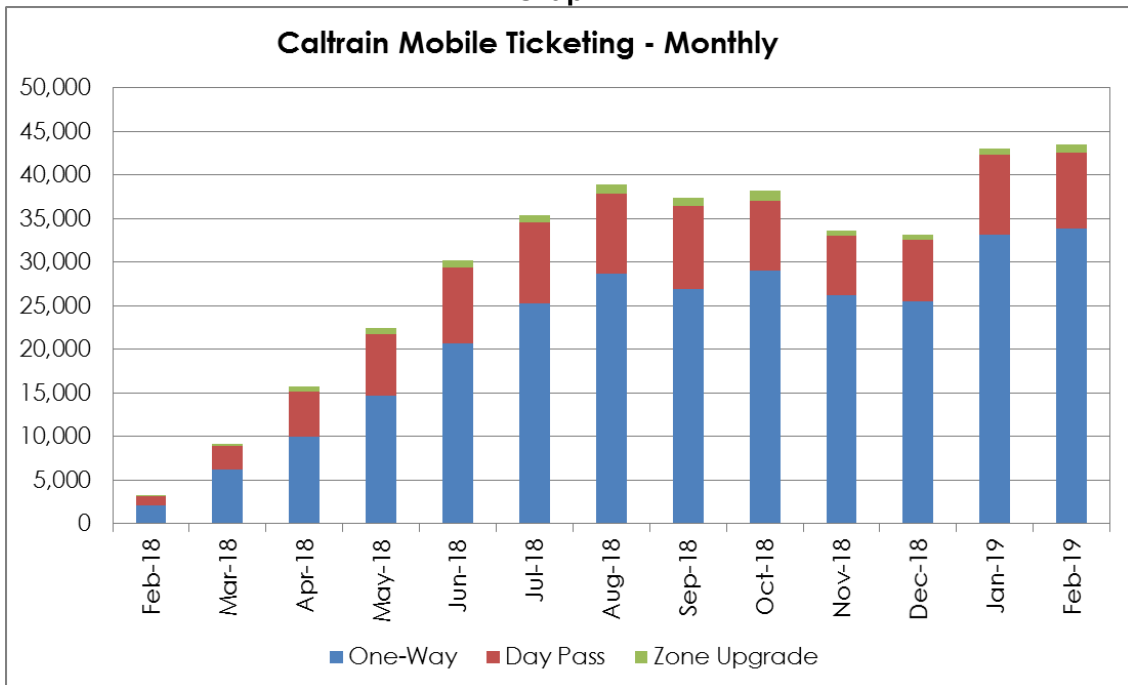


Graph D

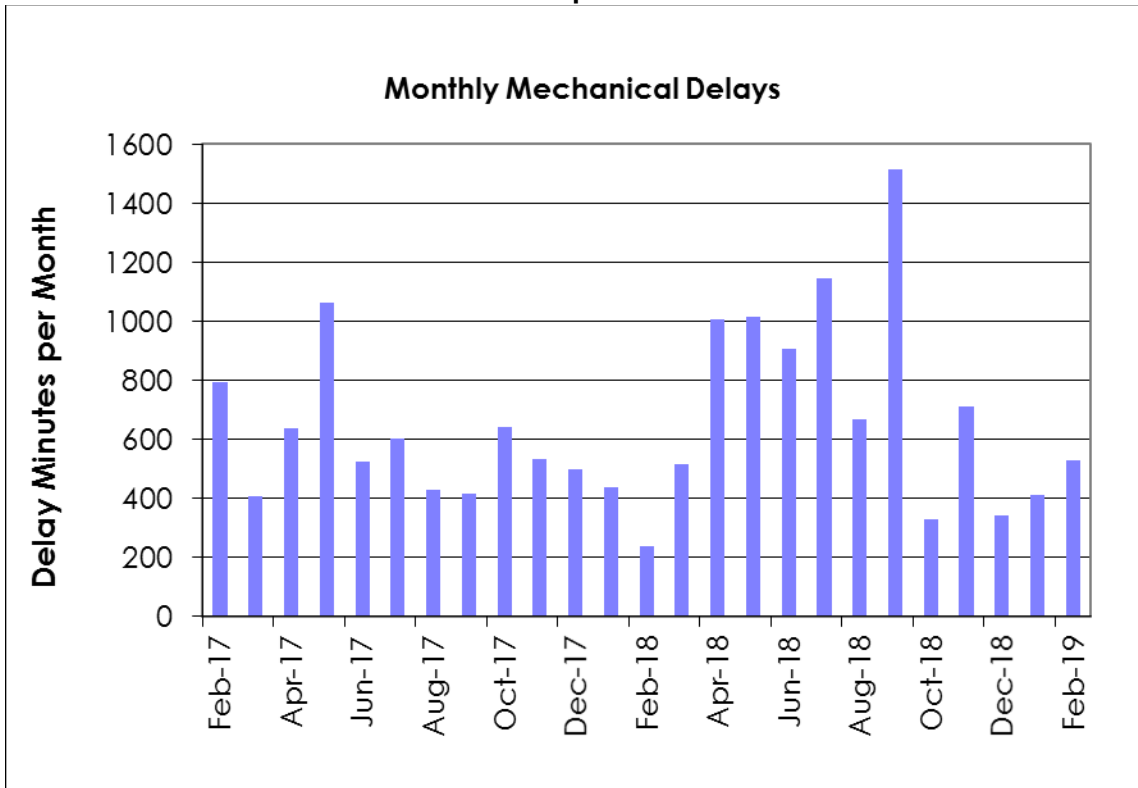


*Go Passes tracked by Monthly Number of Eligible Employees (not by Sales)

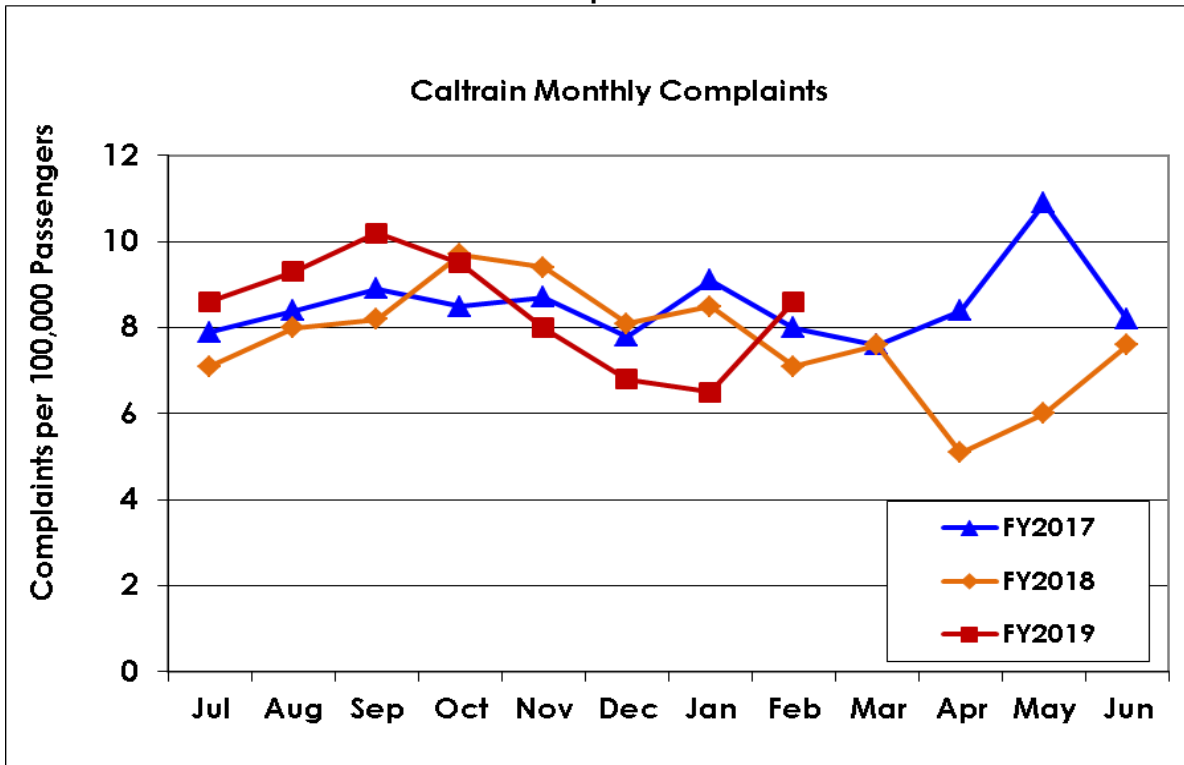
Graph E



Graph F



Graph G



Caltrain Promotions – February 2019

Giants FanFest – Giants FanFest was held on Saturday, February 9, at Oracle Park. Caltrain sponsored a table for a second year at FanFest with staff from Rail Operations, Customer Service and Marketing. This event presented a perfect opportunity to educate fans about Caltrain extra service and the new post-game express service to Millbrae. Caltrain added extra capacity by running an extra pre-event train. Staff engaged with approximately 350 riders and handed out over 1,200 squeeze stress trains and schedules. Total FanFest riders and regular riders alighting and boarding at the Bayshore station was 1,747. The communications plan included a news release, a post on the Peninsula Moves blog, a listing on the Caltrain Special Events website and heavy organic social media posts. This year's attendance was estimated to be 30,500 fans. The rainy weather and weekend bus bridge service may have had an impact on lower ridership.

On-going Promotions

San Jose Sharks at SAP Center – For the month of February, the Sharks played four home games. Caltrain boardings at San Jose Diridon station was 882 customers for the month of February. As of March, the Sharks appear to be heading into the playoffs starting in April.

Caltrain Digital Metrics - FEB 2019



New Followers

+337

Feb 19 - 176,303

Jan 19 - 175,996

Feb 18 - 177,737

Caltrain.com Sessions

Feb 19 - 662,604

Jan 19 - 726,454

Feb 18 - 681,590

Monthly Yelp & FB Rating



(2 Feb reviews)

Top Tagged Issues

1. Delay

2. CalMod

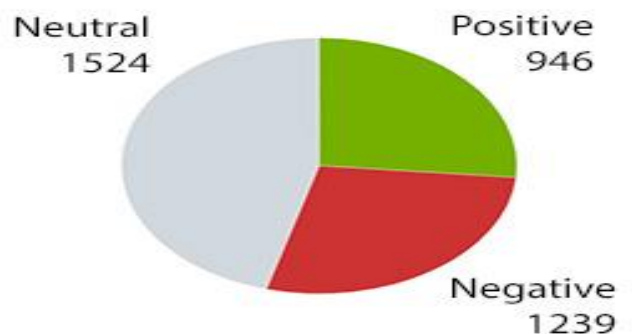
3. Clipper

4. Lost/Found

5. Fare Enforcement

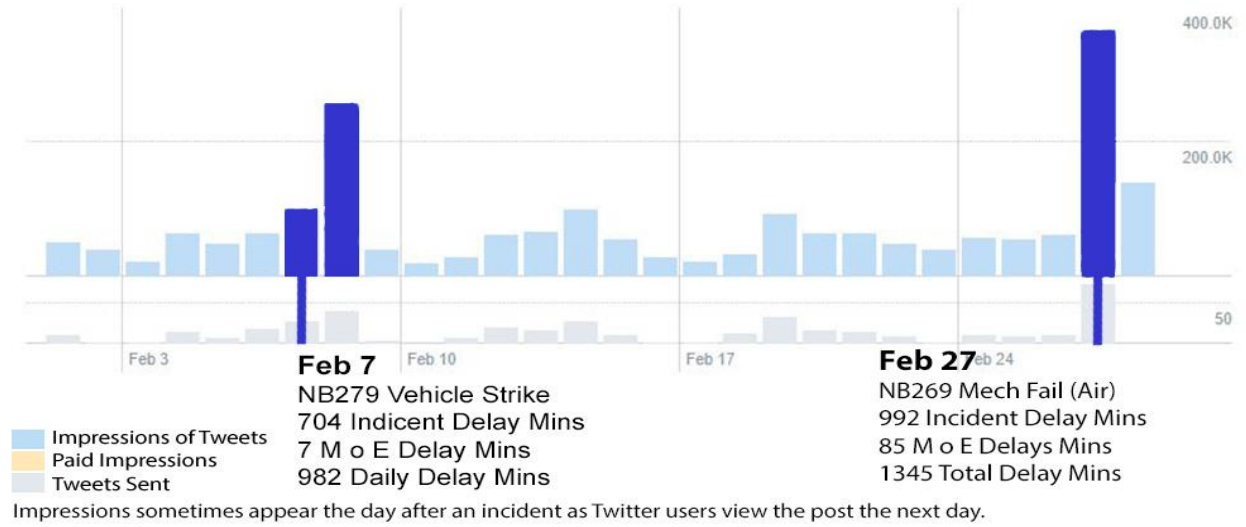
Social Sentiment

Social Mentions by Sentiment



Twitter Impression Spikes February, 2019

Your Tweets earned 2.1M impressions over this 28 day period



Prepared by: Yu Hanakura, Senior Planner 650.508.6347
 James Namba, Marketing Specialist 650.508.7924
 Jeremy Lipps, Social Media Officer 650.622.7845

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

Staff Coordinating Council recommends the Board receives the attached memos. Staff will provide regular updates to the Board in accordance with Legislative Program.

SIGNIFICANCE

The 2019 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

March 13, 2019

TO: Peninsula Corridor Joint Powers Board Members

FROM: Mike Robson and Trent Smith, Edelstein Gilbert Robson & Smith, LLC
Joshua W. Shaw and Matt Robinson, Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – MARCH 2019**

Overview

The Legislature is now in full gear. The first major legislative deadline was the bill introduction deadline and there were more 2,500 new pieces of legislation introduced. However, a high proportion of those bills simply stated legislative intent and are being amended on a daily basis to become actual bills that can be debated and voted on. Therefore, it will be until mid-March before the full scope of legislative activity is known and actionable.

On March 11, Governor Newsom announced a major legislative proposal as part of his \$1.75 billion package to confront the housing cost crisis. The new proposal sets higher short-term goals for housing that cities and counties must meet, and provides \$750 million in support and incentives to help jurisdictions plan and zone for these higher, ambitious housing targets.

The proposal would also update and modernize the state's long-term housing goals, known as Regional Housing Needs Allocations (RHNA), to better reflect regional housing and transportation needs. Specifically it asks that the California State Transportation Agency and the Office of Planning and Research (OPR), work with the California Department of Housing and Community Development (HCD) to engage stakeholders and propose opportunities to link transportation and other non-housing funds with housing goals by the end of 2022. As part of this effort beginning July 1, 2023, SB 1 Local Streets and Roads funds may be withheld from any jurisdiction that does not have a compliant housing element and has not zoned and entitled for its updated annual housing goals. This does not include transit funding.

Below is a discussion of legislation introduced to date of interest to the Joint Powers Board.

State of the State

On February 12, Governor Gavin Newsom delivered his first State of the State address. The nearly hour-long address touched on issues of statewide importance including high-speed rail, water, housing/homelessness, healthcare, inequality and education. The Governor did not announce any new policies or initiatives related to public transit. However, as noted above, he did set the stage for a change in the state's approach to constructing the high-speed rail project. The Governor stated:

“...we do have the capacity to complete a high-speed rail link between Merced and Bakersfield.

I know that some critics will say this is a “train to nowhere.” But that’s wrong and offensive. The people of the Central Valley endure the worst air pollution in America as well as some of the longest commutes. And they have suffered too many years of neglect from policymakers here in Sacramento. They deserve better.

High-Speed Rail is much more than a train project. It’s about economic transformation and unlocking the enormous potential of the Valley.

We can align our economic and workforce development strategies, anchored by High-Speed Rail, and pair them with tools like opportunity zones, to form the backbone of a reinvigorated Central Valley economy.

Merced, Fresno, Bakersfield, and communities in between are more dynamic than many realize.

*The Valley may be known around the world for agriculture, but there is another story ready to be told. A story of a region hungry for investment, a workforce eager for more training and good jobs, Californians who deserve a fair share of our state’s prosperity. **Look, we will continue our regional projects north and south.** We’ll finish Phase 1 environmental work. We’ll connect the revitalized Central Valley to other parts of the state, and continue to push for more federal funding and private dollars. But let’s just get something done.”*

The full text of the Governor’s address can be found on his website, [here](#).

Legislation

AB 1486 (Ting) Surplus Land. This bill, which is a reintroduction of a failed bill from 2018, would place new requirements on public agencies disposing of surplus land. Specifically, AB 1486 would add sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state to the list of agencies that are mandated to follow certain requirements before disposing of surplus land. AB 2065 also redefines the term “dispose of” to include the sale, lease, transfer, or other conveyance of surplus land.

This same legislation in 2018 was opposed by a broad coalition of local government agencies. The bill has been assigned to the Assembly Housing and Community Development Committee and has not been set for hearing.

AB 145 (Frazier) High Speed Rail Authority. Authored by the Chair of the Assembly Transportation Committee, this bill would require that the five voting members of the High Speed Rail Authority appointed by the Governor be subject to Senate confirmation. This bill is a byproduct of Assemblyman Frazier's displeasure with continued cost increases with building out High Speed Rail. Assemblyman Frazier held an informational hearing where he publicly called for replacement of the management team. This bill has been assigned to the Transportation Committee but has not yet been set for a hearing.

AB 11 (Chiu) – Redevelopment. This bill would restore California Redevelopment Law that was eliminated in 2012. This bill is set for hearing in the Assembly Housing and Community Development Committee for March 27.

SB 50 (Wiener) – Local Zoning. This bill, modeled similar to SB 827 from 2018, would create new zoning standards in local communities to eliminate barriers to higher density housing near transit and job centers. This bill has been assigned to the Senate Housing Committee and has not been set for a hearing.

SB 146 (Beall) – Peninsula Rail (Spot Bill). This bill, introduced by the Chair of the Senate Transportation Committee, is simply a placeholder bill. There is no indication, at this time, what Senator Beall intends to put in this bill coming weeks. The bill has been assigned to the Senate Transportation Committee.

SB 147 (Beall) – High Speed Rail (Spot Bill). Like SB 146, this bill has been introduced by the committee Chair to simply serve as a legislative vehicle for potential legislation dealing with the High Speed Rail.

Grade Separation Funding

At the December 5 SamTrans Board meeting, we were asked to include in the SamTrans Board Report a list of state funding options for rail grade separations. Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

Holland & Knight

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Holland & Knight LLP | www.hklaw.com

Caltrain Federal Update February 2019

CONGRESS

FY 2019 Appropriations Completed: The President signed a [bipartisan package](#) funding seven government agencies through FY 2019 on February 15. The funding deal provides \$1.375 billion for border fencing, significantly less than the \$5.7 billion in border wall funding the President requested. On the same day that he signed the bill, the President also declared a national emergency to secure funding for a border wall. White House Acting Chief of Staff Mick Mulvaney said the President would be diverting money from the Treasury Forfeiture Fund, the Department of Defense's counter-drug activity funds, and military construction dollars. The move was immediately met with legal challenges, notably a lawsuit filed by sixteen states, led by California. Further, a House resolution was introduced by Democrats that would block the national emergency declaration on February 22. The resolution passed in the House on February 26; its chances of passage in the Senate are less clear, as many Senate Republicans have supported the President's declaration.

The appropriations measure provided funding for the [Department of Transportation](#), a total of \$86.5 billion including:

- \$900 million for **BUILD grants**, with funding available through September 30, 2021. The FY 2018 omnibus provided \$1.5 billion for the program.
- \$45.3 billion for **federal-aid highways** (FAST Act authorized level), plus \$3.25 billion from the Treasury's general fund (versus the Highway Trust Fund)
- \$17.5 billion for the **Federal Aviation Administration (FAA)**, and of that, \$56 million is made available for **drone integration**, and \$24 million for **drone research**. The FY 2018 measure provided \$18.115 billion.
- \$13.4 billion for the **Federal Transit Administration (FTA)**, a \$1 billion increase from FY 2018, and within this amount:
 - \$2.55 billion for **Capital Investment Grants**, equal to the FY 2018 level, and directs that FTA may allocate funding for projects without a Full Funding Grant Agreement (FFGA)
 - \$1.265 billion for **New Starts** projects
 - \$635 million for **Core Capacity** projects
 - \$526.5 million for **Small Starts** projects
 - \$320 million for **Bus and Bus Facilities Grants**, of which \$160 million is provided for formula grants
 - \$30 million for **Low or No Emission** Grants
 - \$263 million available for **State of Good Repair** grants

- \$2.87 billion for the **Federal Railroad Administration (FRA)**, a \$22 million decrease from FY 2018.
 - \$255 million for **Consolidated Rail Infrastructure and Safety Improvements (CRISI)** grants.
- \$966.3 million for the **National Highway Traffic Safety Administration (NHTSA)**.

The package also increases the operational budget for the Transportation Security Administration (TSA). Transportation security grants through FEMA are funded at levels equal to FY 2018, and the agreement maintains the \$10 million surface transportation grant set aside for Amtrak security and the \$2 million surface transportation grant set aside for over-the-road bus security.

- The measure provides \$100 million for **Public Transit and Rail Security Grants**, level with FY 2018 funding.
- \$100 million is also provided for **Port Security Grants**, level with FY 2018 funding.
- The **TSA** is funded at \$49.3 billion, an approximately \$2 billion increase from FY 2018. This includes \$77 million to maintain existing TSA staffing at airport exit lanes and \$44.6 million for additional transportation security officers and associated training and support costs.

Excluding emergency spending, total appropriations for FY 2019 total \$1.336 trillion; this is a \$36 billion increase from FY 2018.

Infrastructure Discussions Ramp Up: Vice President Mike Pence promised a group of governors on February 22 that the Trump Administration would pass a "historic" infrastructure package this legislative session. To-date, no legislation or draft discussion bills have been introduced, beyond former House Transportation and Infrastructure Committee Chairman Bill Shuster's (R-PA) draft introduced last Congress. Staff have noted that House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) plans to introduce a bill in April or May with markup in June. The Senate Environment and Public Works (EPW) Committee is not planning to consider infrastructure legislation. The EPW Committee will instead focus on drafting the FAST Act authorization bill with a committee markup in June. The committee would like the bill to pass this year, ahead of the 2020 presidential election year.

Separately, congressional committees have devoted several hearings to discussion on various elements of investment in infrastructure, including financing a package, climate considerations, and stakeholder input.

- **Federal Investment in Infrastructure**

House Transportation & Infrastructure Committee

On February 7, the House Transportation & Infrastructure Committee held a [hearing](#) to discuss federal investment in infrastructure. Members of Congress focused their questioning on identifying pay-fors, and how the federal government could aid in developing resilient infrastructure, the need for which has been underscored by recent natural disasters. Chairman Peter DeFazio (D-OR) also addressed the economic impacts if infrastructure assets fail, such as the Northeast Corridor (NEC), and the Hudson Tunnel

project. Identifying ways to pay for infrastructure investment has long plagued Congress, despite bipartisan calls for an infrastructure package, especially with the Highway Trust Fund running out of money in 2020.

Testimony from witnesses during the hearing focused on the gap in infrastructure investment, which they fear will rise. Witnesses, including Los Angeles Mayor Eric Garcetti and former Transportation Secretary Ray LaHood, suggested raising the gas tax as one solution. They noted that it was risky, but could be effective. Some members expressed support for raising the gas tax, but others shared concerns over potential political fallout for adopting such a reform.

Witnesses also noted that the President's infrastructure plan released last year ignited enthusiasm, though it did not gain momentum. Mayor Garcetti and Mayor Stephen Benjamin of Columbia, South Carolina both encouraged Congress to fund projects that would bring in money from a variety of sources, including local governments and private investors. Mayor Garcetti said federal lawmakers should consider paying part of the cost of maintenance for existing infrastructure, to prevent it from decaying further. Another witness, Amtrak CEO Richard Anderson, called on Congress to take action to address the Hudson River Tunnel project by passing an infrastructure bill that increases federal funding into existing programs that support intercity passenger rail. He also suggested establishing new federal policies and grant programs through reauthorizing the FAST Act, which expires in 2020.

Senate Commerce Committee

The Senate Commerce Committee held a [hearing](#) on February 13 to discuss what provisions and pay-fors could be included in an infrastructure bill. Senators expressed concern over the existing Highway Trust Fund, but did not focus much discussion around funding sources for a package. Chairman Roger Wicker (R-MS) and Ranking Member Maria Cantwell (D-WA) both recognized that improving infrastructure is a bipartisan issue. Cantwell referenced the partial government shutdown as a “wakeup call” for the importance of investing in critical aspects of infrastructure.

Witnesses represented ports, railroad, cable, trucking, and trade, and all of these stakeholders supported an increase in the gas tax as a pay-for. William Friedman, with the American Association of Port Authorities (AAPA), noted that a major issue for ports are last- and first-mile connectivity, as well as a lack of funding for port-related projects. He noted that federal grant programs and lifting the 10 percent funding cap for non-highway projects in the INFRA program could be remedies to those problems. However, Chris Spear, President and CEO of the American Trucking Association (ATA), opposed lifting the cap on non-highway projects, citing that more efficient ports would benefit trucking, but with the interconnected nature of the system, the only solution is a robust infrastructure bill that would increase efficiency across the board. Spear did advocate for the Build America Fund, which would include a modest increase on the cost of the fuel that would generate \$340 billion over the course of 10 years.

- **Climate Change**

House Transportation & Infrastructure Committee

The committee held its first [hearing on climate change](#) on February 26, a major priority for Chairman Peter DeFazio (D-OR) and House Democrats in crafting an infrastructure package. Nine witnesses testified on a broad range of expertise across climate and the environment. Democrats focused their statements and questioning on how policy can be crafted to reduce emissions, make infrastructure more resilient, and mitigate effects of climate change. Republican members opposed the premise of the hearing, arguing that a market approach, rather than government action, would be the economic incentive to improve climate change effects. Several Republican members further stated that the tax incentives for purchasing electric vehicles (EV) should be eliminated, since most EV buyers are already affluent, and the cost of owning one eventually evens out with that of owning a gas-powered car.

Return of Earmarks?: Chairman DeFazio said on February 27 that he intends to bring back earmarks, rebranding them as “Article I projects,” to build support for an increase in user fees that would help aid passage of a surface transportation bill. DeFazio said it would be key to completing a surface transportation bill; since Democrats won the House majority in the midterm elections, DeFazio has discussed bringing back earmarks, but clarified that the ultimate decision remains with congressional leadership. However, House Appropriations Chair Nita Lowey (D-NY) [said](#) there is currently no bipartisan, bicameral agreement to allow the Appropriations Committee to earmark. She does not expect FY 2020 House appropriations bills to include earmarks. DeFazio will still move forward to include earmark projects in Transportation & Infrastructure Committee bills.

ADMINISTRATION

FRA Issues National Trespass Prevention Strategy: The Federal Railroad Administration (FRA) released the first “[National Strategy to Prevent Trespassing on Railroad Property](#)” on February 19. The report was issued in response to a House Appropriations Committee request, and examines the causal factors that contribute to trespassing incidents on railroad property. FRA Administrator Ron Batory said the agency examined current data on factors of the problem, and is seeking to “energize” state and local partners to implement solutions. The report analyzes trespasser casualties over a four-year period from November 2013 and October 2017. Findings showed that 4,242 pedestrians were killed or injured while trespassing on railroad property nationwide during this time period. The FRA’s national strategy to prevent trespassing includes four strategic focus areas: data gathering and analysis, community site visits, funding, and partnerships with stakeholders. Short term targets include stakeholder engagement and implementation of strategies that save lives at trespassing “hot spots.”

FHWA Announces Awards to Seven States for New Ways to Fund Highways: The Federal Highways Administration (FHWA) [announced](#) \$10.2 million in Surface Transportation System Funding Alternatives (STSFA) grants to seven states to test new ways to finance highway and bridge projects. The goal of the program, established under the FAST Act, is to allow states to test user-based alternatives to support the Highway Trust Fund. The grants fund projects to test the design, implementation, and acceptance of user-based alternative revenue tools. The projects will investigate and analyze various mileage-based and road-user charges, including for trucks and automated vehicles, as well as the implementation and operation of technologies at a regional level. States selected were: California, Delaware, Minnesota, Missouri, New Hampshire, Oregon, and Utah.

DOT Deputy Secretary Moves to DOJ: Deputy Transportation Secretary Jeff Rosen will move to the Department of Justice (DOJ), to serve as Deputy Attorney General. Rosen will replace outgoing Deputy Attorney General Rod Rosenstein. At DOT, Rosen was in charge of day-to-day operations, including deregulatory efforts and grant decisions. A replacement for Rosen has not yet been announced.

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/8/19

Bill Number (Author)	Summary	Location	Position
<p>AB 5 (Gonzalez D)</p> <p>Worker status: independent contractors.</p>	<p>Existing law, as established in the case of <i>Dynamex Operations West, Inc. v. Superior Court of Los Angeles</i> (2018) 4 Cal.5th 903 (<i>Dynamex</i>), creates a presumption that a worker who performs services for a hirer is an employee. Existing law requires a 3-part test, commonly known as the "ABC" test, to establish that a worker is independent contractor.</p> <p>This bill would state the intent of the Legislature to include provisions within this bill would codify the decision in the <i>Dynamex</i> case and clarify its application.</p> <p>Introduced: 12/3/2018</p>	<p>Assembly Print</p>	<p>Watch</p>
<p>AB 11 (Chiu D)</p> <p>Community Redevelopment Law of 2019.</p>	<p>The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided.</p> <p>This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing. The bill would then require that city or county to submit the resolution of intention to the Strategic Growth Council for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. The bill would require the council to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. The bill would deem an agency to be in existence as of the date of the council's approval. The bill would require the council to establish a program to provide technical assistance to a city or county desiring to form an agency pursuant to these provisions.</p> <p>This bill contains other related provisions and other existing laws.</p>	<p>Assembly Housing and Community Development</p> <p>3/27/2019 9:30 a.m. - State Capitol, Room 126 ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT, CHIU, Chair</p>	<p>Watch</p>

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/8/19

	Introduced: 12/3/2018		
<p>AB 145 (Frazier D)</p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members.</p> <p>This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p> <p>Introduced: 12/13/2018</p>	Assembly Transportation	Watch
<p>AB 226 (Mathis R)</p> <p>Transportation funds: transit operators: fare revenues.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. Existing law provides various exceptions to the definition of "operating cost" for these purposes.</p> <p>This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.</p> <p>Introduced: 1/17/2019</p>	Assembly Transportation	Watch
<p>AB 553 (Melendez R)</p> <p>High-speed rail bonds: housing.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I</p>	Assembly Transportation	Watch

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/8/19

	<p>blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to the Department of Housing and Community Development's Multifamily Housing Program. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election.</p> <p>This bill contains other related provisions.</p> <p>Introduced: 2/13/2019</p>		
<p>AB 1486 (Ting D)</p> <p>Local agencies: surplus land.</p>	<p>(1)Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines "surplus land" for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency's use, except property being held by the agency for the purpose of exchange.</p> <p>This bill would expand the definition of "local agency" to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would revise the definition of "surplus land" to mean land owned by any local agency that is not necessary for the agency's governmental operations, except property being held by the agency expressly for the purpose of exchange for another property necessary for its governmental operations and would provide that land is presumed to be surplus land when a local agency initiates an action to dispose of it.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/22/2019</p>	<p>Assembly Print</p>	<p>Watch</p>
<p>AB 1690 (Flora R)</p> <p>High-speed rail.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law defines certain terms in that regard.</p> <p>This bill would make nonsubstantive changes to these definitions.</p>	<p>Assembly Print</p>	<p>Watch</p>

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 3/8/19**

	Introduced: 2/22/2019		
ACA 1 (Aquiari-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.	(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, or city and county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. This bill contains other related provisions and other existing laws.	Assembly Print	Watch
SB 1 (Atkins D) California Environmental, Public Health, and Workers Defense Act of 2019.	Introduced: 12/3/2018 (1)The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate. This bill would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species, as specified. By imposing new duties on local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Senate Environmental Quality 3/20/2019 Upon adjournment of Natural Resources and Water Committee - Room 3191 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair	Watch
SB 4 (McGuire D) Housing.	Introduced: 12/3/2018 (1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. Existing law authorizes a development proponent to submit an application for a multifamily housing	Senate Housing	Watch

**Peninsula Corridor Joint Powers Board
State Legislative Matrix as of 3/8/19**

	<p>development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit.</p> <p>This bill would authorize a development proponent of a neighborhood multifamily project or eligible TOD project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an "eligible TOD project" as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. The bill also requires an eligible TOD project development proponent to develop a plan that ensures transit accessibility to the residents of the development in coordination with the applicable local transit agency. The bill would require specified TOD projects to comply with specified affordability, prevailing wage, and skilled and trained workforce requirements. The bill would also define "eligible parcel" to mean a parcel located within a city or county that has unmet regional housing needs and has produced fewer housing units than jobs over a specified period; is zoned to allow residential use and qualifies as an infill site; is not located within a historic district, coastal zone, very high fire hazard severity zone, or a flood plain; the development would not require the demolition of specified types of affordable housing; the parcel is not eligible for development under existing specified transit-oriented development authorizations; and the parcel in question has been fully reassessed on or after January 1, 2021, to reflect its full cash value.</p> <p>This bill contains other related provisions.</p> <p>Amended: 2/28/2019</p>		
<p><u>SB 5 (Beall D)</u> Local-State Sustainable Investment Incentive Program.</p>	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities.</p> <p>This bill would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community</p>	<p>Senate Gov. & F. 3/20/2019 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair</p>	<p>Watch</p>

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/8/19

	<p>revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/3/2018</p>		
<p>SB 43 (Allen D)</p> <p>Carbon taxes.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study, as specified, to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products. The bill would require the state board to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan.</p> <p>This bill contains other existing laws.</p> <p>Introduced: 12/3/2018</p>	<p>Senate Environmental Quality</p> <p>3/20/2019 Upon adjournment of Natural Resources and Water Committee - Room 3191 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair</p>	<p>Watch</p>
<p>SB 50 (Wiener D)</p> <p>Planning and zoning: housing development: equitable communities incentive.</p>	<p>Existing law, known as the Density Bonus Law, requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements</p>	<p>Senate Housing</p>	<p>Watch</p>

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/8/19

	<p>under existing law.</p> <p>The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions.</p> <p>This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/3/2018</p>		
<p>SB 146 (Beall D)</p> <p>Peninsula Rail Transit District.</p>	<p>Existing law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers.</p> <p>This bill would repeal the provisions relating to the Peninsula Rail Transit District.</p> <p>Introduced: 1/18/2019</p>	Senate Transportation	Watch
<p>SB 147 (Beall D)</p> <p>High-Speed Rail Authority.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities.</p> <p>This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.</p> <p>Introduced: 1/18/2019</p>	Senate Transportation	Watch
<p>SB 277 (Beall D)</p> <p>Transit development: transit funds.</p>	<p>Existing law provides that the Legislature finds and declares that it is in the interest of the state that funds available for transit development be fully expended to meet the transit needs that exist in California and that such funds be expended for physical improvement to improve the movement of transit vehicles, the comfort of the patrons, and the exchange of patrons from one transportation mode to another.</p> <p>This bill would make nonsubstantive changes to these provisions.</p> <p>Introduced: 2/13/2019</p>	Senate Rules	Watch

Peninsula Corridor Joint Powers Board State Legislative Matrix as of 3/8/19

<p>SB 279 (Galgiani D) High-speed rail.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law defines certain terms in that regard.</p> <p>This bill would make nonsubstantive changes to these definitions.</p> <p>Introduced: 2/13/2019</p>	Senate Rules	Watch
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Total Measures: 17

Total Tracking Forms: 17

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Caltrain

SUBJECT: **CALTRAIN BUSINESS PLAN – MONTHLY UPDATE COVERING MARCH 2019**

ACTION

Staff Coordinating Council recommends the Board of Directors (Board) receive the attached memo providing an update on Caltrain Business Plan activities and progress during February of 2019.

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff has prepared the attached memo describing project activities and outreach related to the Caltrain Business Plan that occurred during February of 2019.

Staff will provide the JPB with written monthly memos and presentation materials on a monthly basis throughout the duration of the Business Plan project. These written updates will periodically be supplemented by a full presentation to the Board.

BUDGET IMPACT

There is no budget impact associated with receiving this memo.

BACKGROUND

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars. Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system.

The initial concept for a Caltrain "Business Plan" was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. It is an extensive planning effort that includes outreach in multiple venues. The plan will be completed in 2019.

PROJECT UPDATE

The following is one in a series of monthly project updates for the Caltrain Business Plan. These updates provide a high level summary of project activities and progress and are paired, when applicable, with a presentation that reflects project materials and messaging shared with stakeholder groups during the subject month. The following “March” update covers work completed in late February of 2019 and March of 2019.

ONGOING TECHNICAL WORK

In early spring of 2019 the Caltrain Business Plan team continued intensive technical work on the plan. The following technical work products are documented in the attached presentation that was provided to the Project Partner Committee as well as the CSCG and LPMG;

- Completion of initial terminal planning related to San Francisco and the Diridon Station Area
- Completion initial ridership forecasts for all growth scenarios and interim years

The following additional technical analysis is ongoing and will be presented in the coming months;

- Continued service planning work including
 - Initiation of dynamic simulation of all service concepts
 - Exploration of additional service concepts and variations
- Specification and quantification of capital investments needed to support service scenarios including track and system upgrades, station modifications, fleet and support facilities and grade crossing improvements and separations
- Finalization of key inputs and assumptions into the integrated business model including the calculation of key operating and maintenance costs
- Ongoing organizational assessment work specifying key railroad functionalities, mapping of Caltrain organization and analysis of national and international comparison railroads as well as development of preliminary organizational recommendations
- Ongoing community interface documentation and development of comparison corridor case studies

MEETINGS AND OUTREACH

Stakeholder outreach and engagement activities continued in February with a number of events that covered material related to service planning. The following major meetings occurred in February;

- San Mateo County City/County Association of Governments Committee on Congestion Management and Air Quality (Feb 25th)
- Local Policy Maker Group Meeting (February 28)
- Caltrain Business Plan Ad Hoc Committee (March 11)
- San Francisco Transportation Authority Board (March 12)
- City County Staff Group (March 20)
- Friends of Caltrain Event (March 20)
- San Mateo County City/County Association of Governments Committee Congestion Management Technical Advisory Committee (March 21)
- San Mateo County City/County Association of Governments Committee Congestion Management and Environmental Quality Committee (March 25)
- Local Policy Maker Group (March 28)

The Project Partner Committee (PPC) held its regular, full meeting on March 12.

NEXT STEPS

The first part of the Business Plan is focused on the development of a long-range service vision for the railroad accompanied by an assessment of the community-corridor interface and the Caltrain organization. The remainder of the project will be focused on the creation of the implementation plan, including a detailed business plan and funding approach. The Business Plan team will continue to provide monthly updates throughout the Business Plan. Over the next several months the team will provide significant updates on further service planning details, ridership projections, and capital and operating costs associated with each scenario.

Caltrain Business Plan

MARCH 2019

**Local Policy Maker
Group**

March 2019 – JPB Board agenda Item# 5 (f)



Starting to Build a Business Case

What is the Caltrain Business Plan?

What Addresses the future potential of the railroad over the next 20-30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation.

Why Allows the community and stakeholders to engage in developing a more certain, achievable, financially feasible future for the railroad based on local, regional, and statewide needs.

What Will the Business Plan Cover?

Technical Tracks



Service

- Number of trains
- Frequency of service
- Number of people riding the trains
- Infrastructure needs to support different service levels



Business Case

- Value from investments (past, present, and future)
- Infrastructure and operating costs
- Potential sources of revenue



Community Interface

- Benefits and impacts to surrounding communities
- Corridor management strategies and consensus building
- Equity considerations



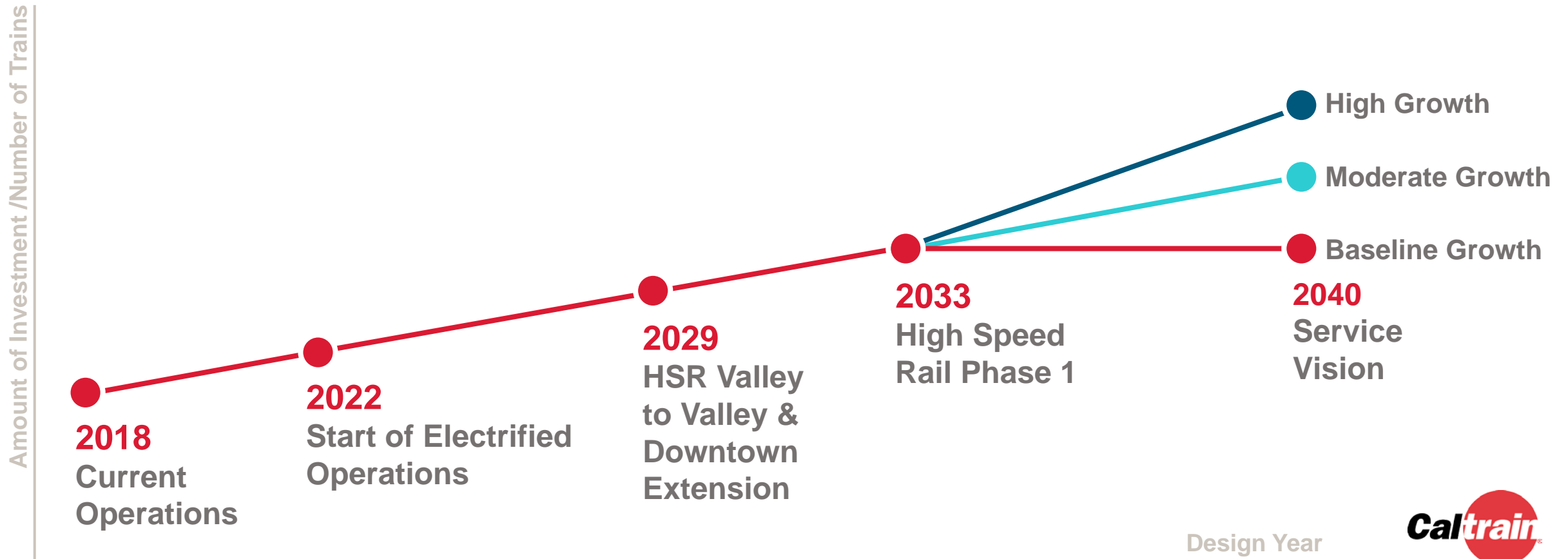
Organization

- Organizational structure of Caltrain including governance and delivery approaches
- Funding mechanisms to support future service

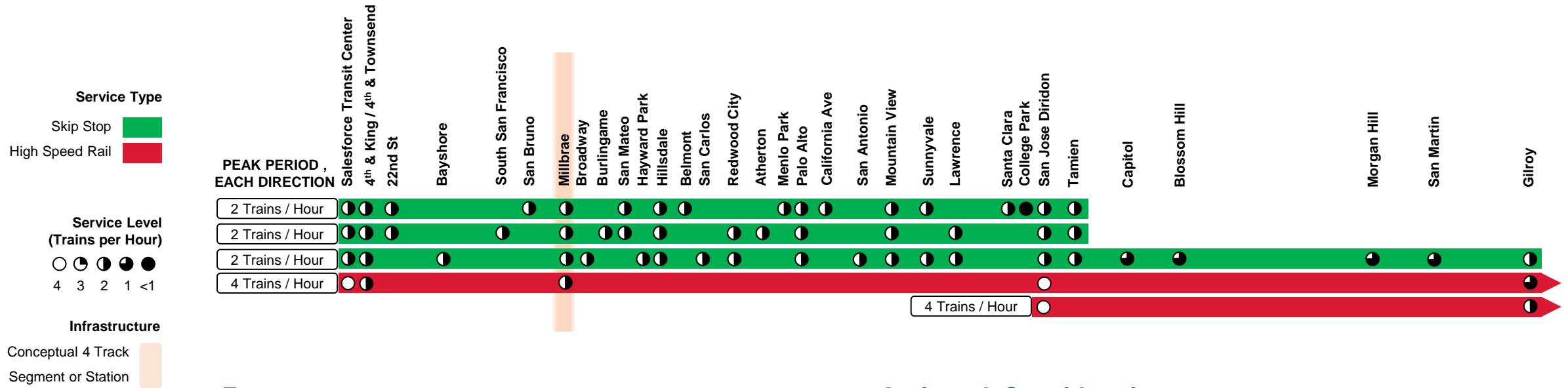
Where Are We in the Process?



2040 Service Scenarios: Different Ways to Grow



2040 Baseline Growth Scenario (6 Caltrain + 4 HSR)



Features

- Blended service with up to 10 TPH north of Tamien (6 Caltrain + 4 HSR) and up to 10 TPH south of Tamien (2 Caltrain + 8 HSR)
- Three skip stop patterns with 2 TPH – most stations are served by 2 or 4 TPH, with a few receiving 6 TPH
- Some origin-destination pairs are not served at all

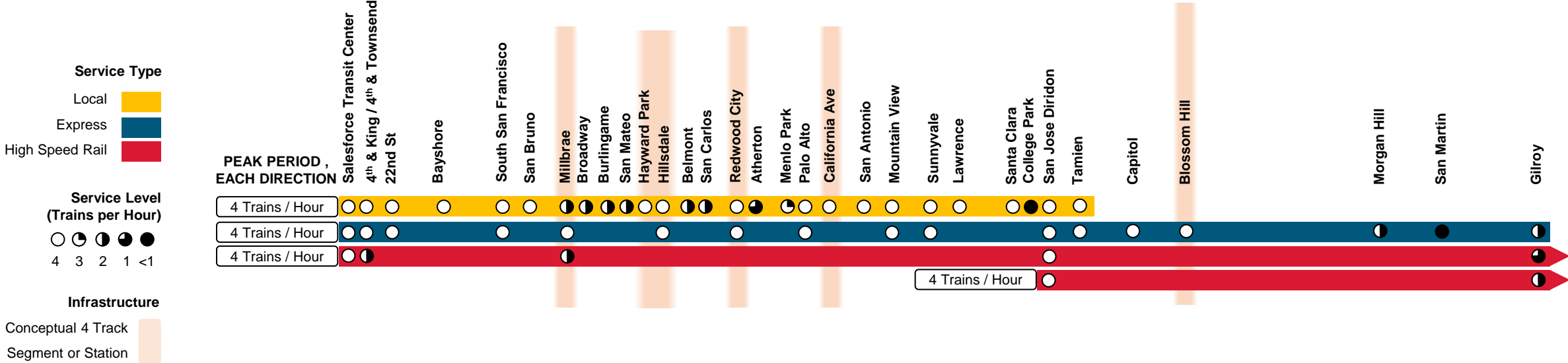
Passing Track Needs

- Less than 1 mile of new passing tracks at Millbrae associated with HSR station plus use of existing passing tracks at Bayshore and Lawrence

Options & Considerations

- Service approach is consistent with PCEP and HSR EIRs
- Opportunity to consider alternative service approaches later in Business Plan process

Moderate Growth Scenario (8 Caltrain + 4 HSR)



Features

- A majority of stations served by 4 TPH local stop line, but Mid-Peninsula stations are serviced with 2 TPH skip stop pattern
- Express line serving major markets – some stations receive 8 TPH
- Timed local/express transfer at Redwood City

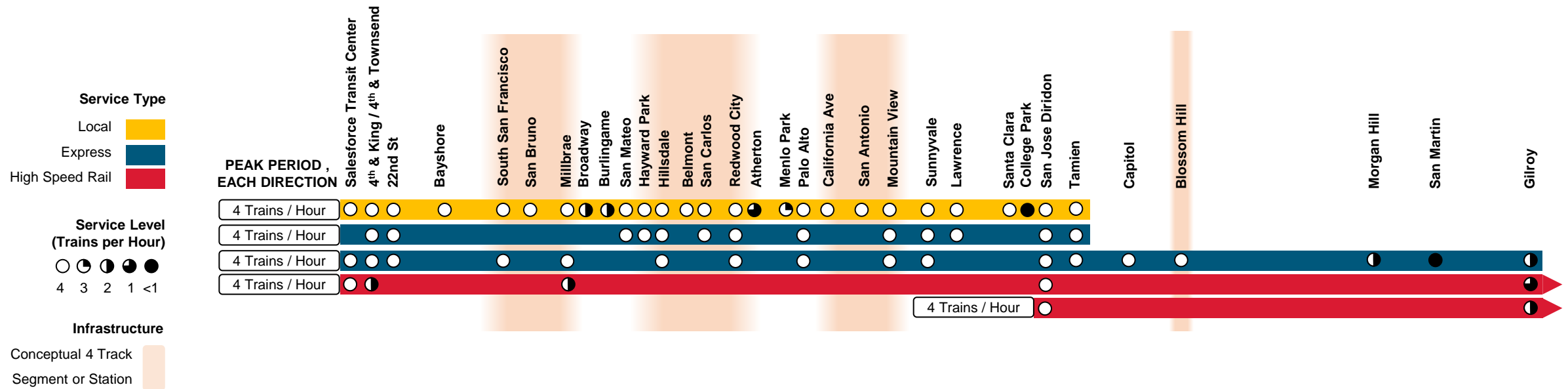
Passing Track Needs

- Up to 4 miles of new 4-track segments and stations: Hayward Park to Hillsdale, at Redwood City, and a 4-track station in northern Santa Clara county (Palo Alto, California Ave, San Antonio or Mountain View. California Ave Shown)

Options & Considerations

- To minimize passing track requirements, each local pattern can only stop twice between San Bruno and Hillsdale - in particular, San Mateo is underserved and lacks direct connection to Millbrae
- Each local pattern can only stop once between Hillsdale and Redwood City
- Atherton, College Park, and San Martin served on an hourly or exception basis

High Growth Scenarios (12 Caltrain + 4 HSR)



Features

- Nearly complete local stop service – almost all stations receiving at least 4 TPH
- Two express lines serving major markets – many stations receive 8 or 12 TPH

Passing Track Needs

- Requires up to 15 miles of new 4 track segments: South San Francisco to Millbrae, Hayward Park to Redwood City, and northern Santa Clara County between Palo Alto and Mountain View stations (shown: California Avenue to north of Mountain View)

Options & Considerations

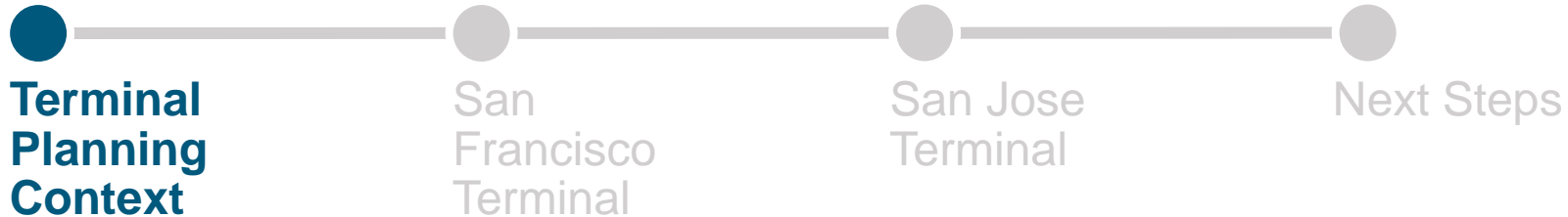
- SSF-Millbrae passing track enables second express line; this line cannot stop north of Burlingame
- Tradeoff between infrastructure and service along Mid-Peninsula - some flexibility in length of passing tracks versus number and location of stops
- Flexible 5 mile passing track segment somewhere between Palo Alto and Mountain View
- Atherton, College Park, and San Martin served on an hourly or exception basis



Terminal Analysis



Terminal Planning Context



Purpose and Process

Purpose

- Extend initial service planning analysis to identify how each growth 2040 growth scenario will function at and around terminals
- Establish initial service plans as a basis for estimating ridership, identifying areas of operational risk and clarifying needed investments

Process

- Initial staff discussions with partner agencies at each terminal regarding goals and planning parameters
- Initial planning analysis
- Follow up discussion and review with partner agencies at each terminal
- Move to detailed simulation analysis and continued coordination

Service Planning Parameters

The following rail operating parameters are used as the starting point for 2040 service planning. Some variation to these parameters may be explored as service planning progresses

Parameter	HSR	Caltrain
Minimum headway between trains*	2 minutes	2 minutes
Turnaround time at terminal	20 minutes	20 minutes
Minimum station dwell time**	2 minutes	1.0 (high-ridership stations) 0.7 (low-ridership stations)
Train equipment	High speed trainset	8-car electric multiple unit trainset
Speed limit	110 MPH	110 MPH
Recovery time	10% distributed	10% distributed

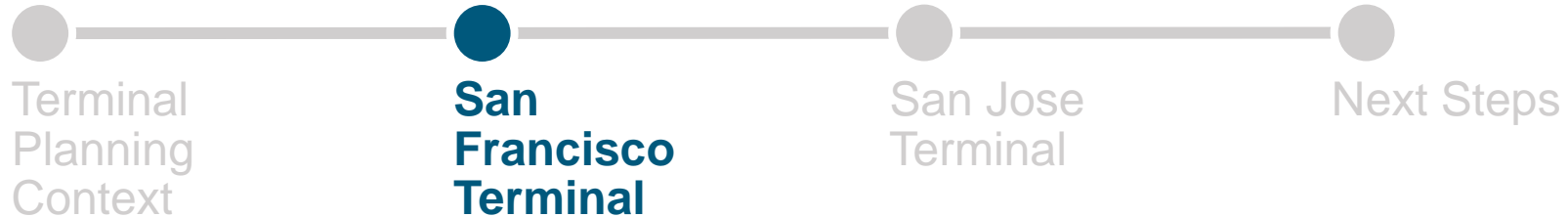
*Assumes investment in new signal system

**Assumes investment to achieve level-boarding





San Francisco Terminal



San Francisco Terminal

Key Points and Findings

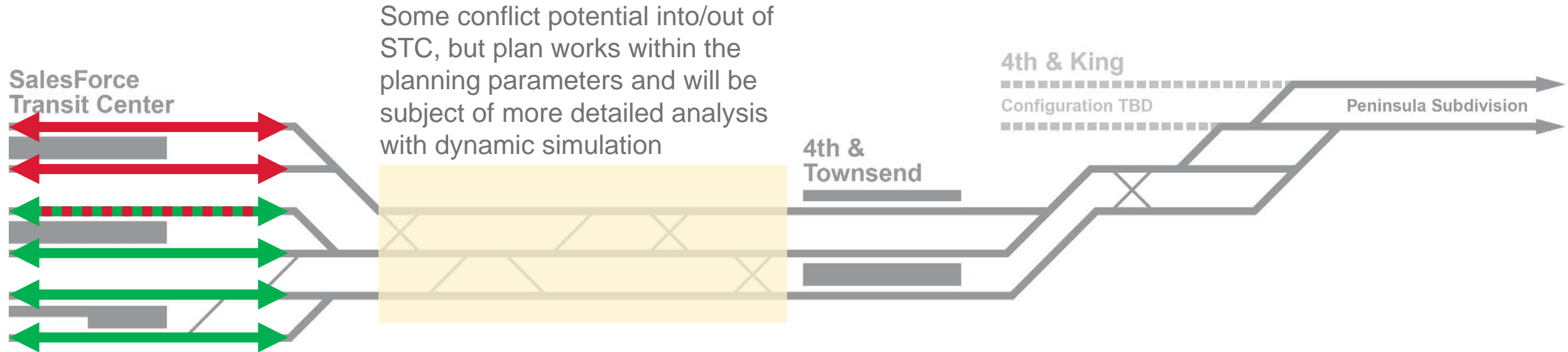
- In the Baseline and Moderate Scenarios preliminary analysis suggests that all train service can utilize Sales Force Transit Center. In the High Growth Scenario the additional 4 trains would terminate at 4th & King.
- Some platform availability preserved at 4th & King in all scenarios to account for event, disruption, and/or regular revenue service
- Direct sharing of platforms between Caltrain and HSR as part of scheduled revenue service provides no direct capacity benefits in any of the scenarios studied at either terminal. The importance of platform interoperability to system reliability is under study through ongoing analysis
- All findings will be further tested and evaluated through simulation analysis



San Francisco Terminal Area



SF Terminal: Baseline Growth



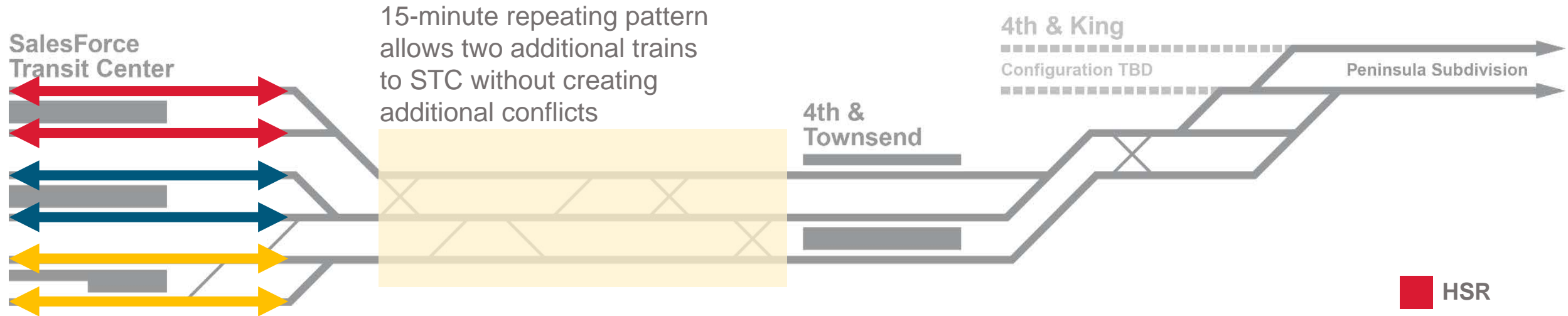
Some conflict potential into/out of STC, but plan works within the planning parameters and will be subject of more detailed analysis with dynamic simulation

Turn times at STC above minimum requirements are achievable with HSR assigned to two tracks and Caltrain assigned to four tracks. Three and three is also achievable with tighter turns for Caltrain

- HSR
- Skip Stop



SF Terminal: Moderate Growth



15-minute repeating pattern allows two additional trains to STC without creating additional conflicts

4th & King

Configuration TBD

Peninsula Subdivision

4th & Townsend

SalesForce Transit Center

HSR

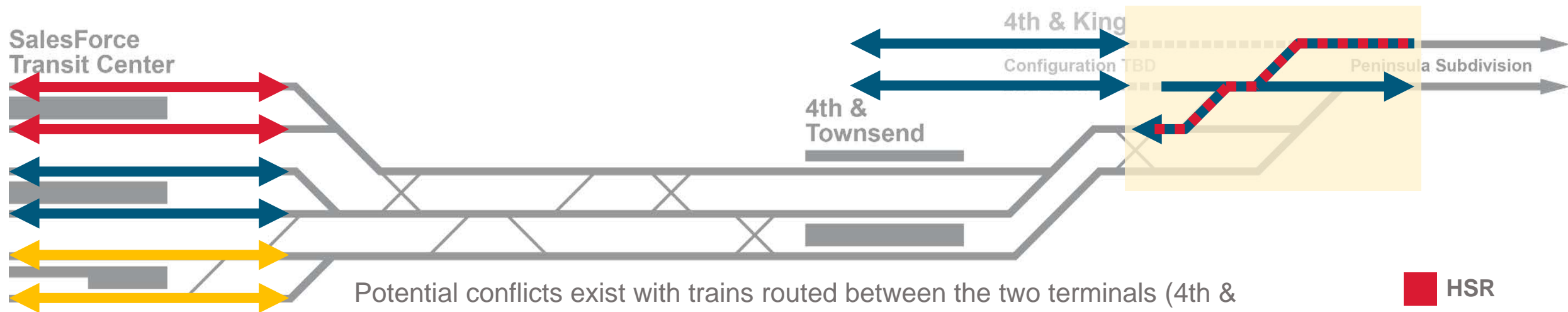
Express

Local

Turns at STC are tighter for both HSR and Caltrain compared to the Baseline, but are still within minimum parameters w/ two HSR and four Caltrain platforms faces for normal operations. Three and three in normal operation would result in unacceptably short turns for Caltrain



SF Terminal: High Growth



Potential conflicts exist with trains routed between the two terminals (4th & King and STC). Conflicts could be resolved through adjustment to service patterns and/or construction of additional infrastructure including:

- Sending locals to 4th & King and Express to STC
- Other adjustments to 16 tph operating plan
- Construction of significant, vertically separated junction

16 trains to STC is not possible due to unrealistic turn times for all operators

- HSR
- Express
- Local





San Jose Terminal



San Jose Terminal

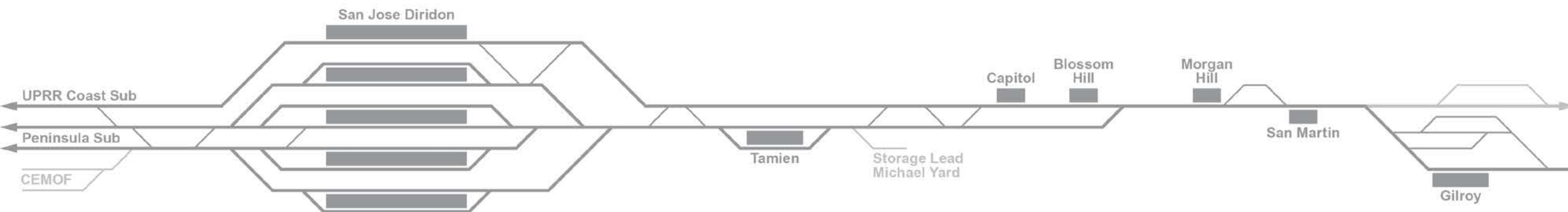
Key Points and Findings

- Work developed in conjunction with Diridon Integrated Station Concept Plan and some analysis is ongoing
- Solutions were found for all three Growth Scenarios that are consistent with ongoing Diridon planning efforts
- For Caltrain, the ability to “turn” trains south of Diridon is important and will require investments
- Analysis of “diesel” system including freight and intercity operators (Amtrak, ACE, and CCJPA) IS ongoing
- All findings will be further tested and evaluated through simulation analysis



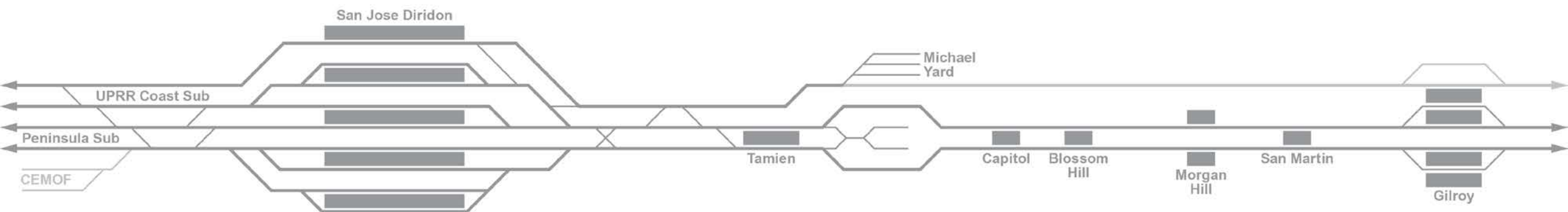
San Jose Terminal Area

1. Existing



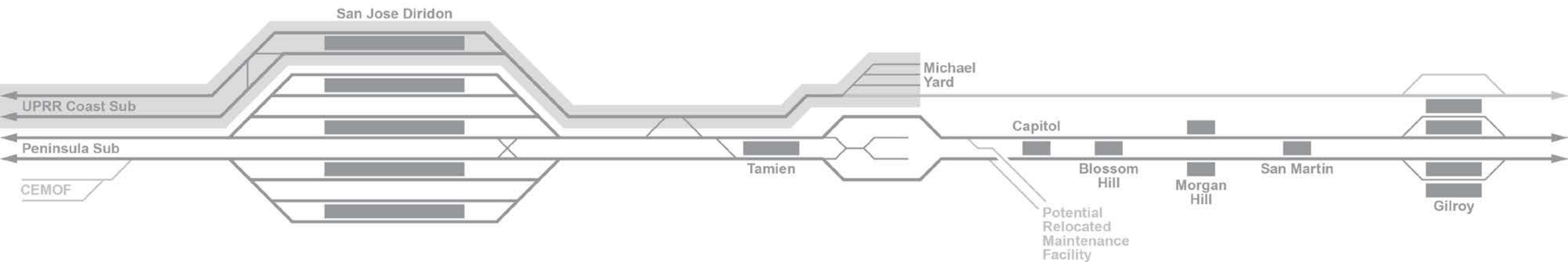
San Jose Terminal Area

2. HSR-PEPD



San Jose Terminal Area

3. HSR-PEPD + Generalized Initial Diridon Integrated Station Concept Plan (DISC) Concepts

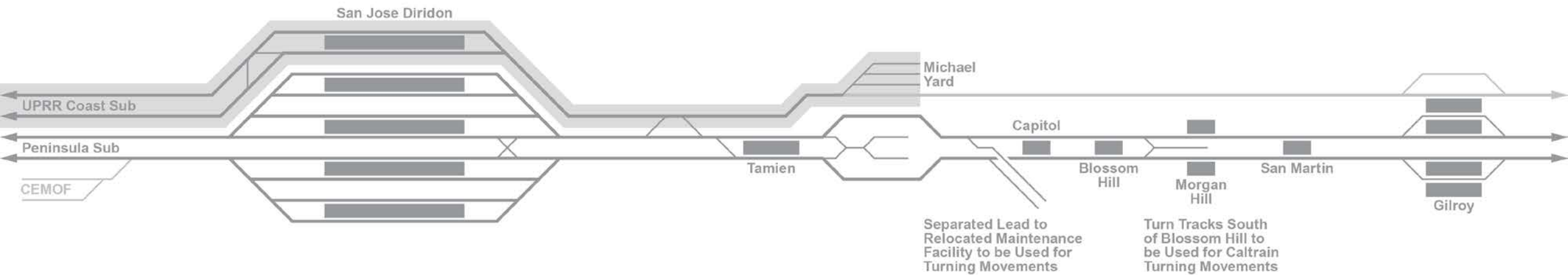


■ UPRR and Diesel Passenger Service Tracks (Analysis Ongoing through DISC Process)



San Jose Terminal Area

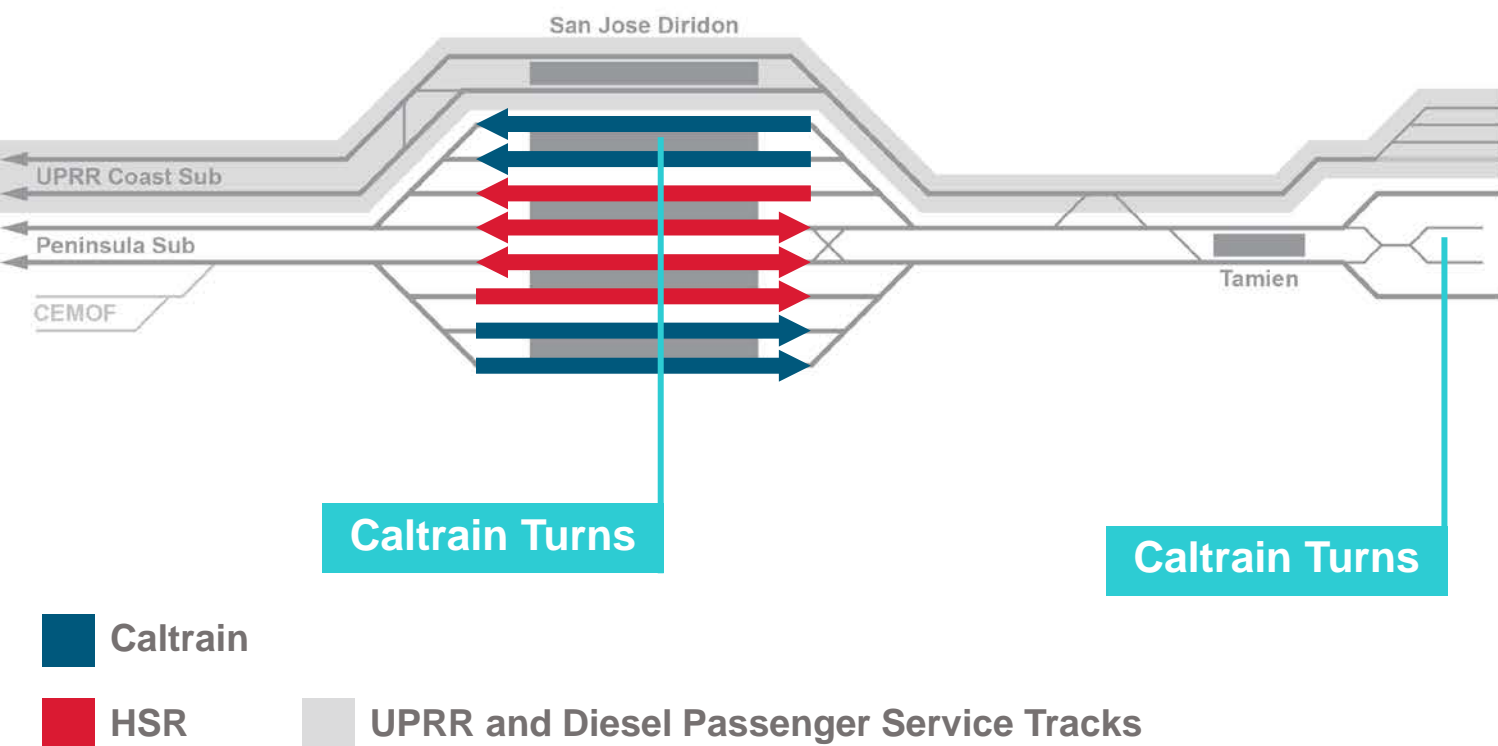
4. HSR-PEPD + DISC Concepts + Potential Additional Infrastructure



UPRR and Diesel Passenger Service Tracks (Analysis Ongoing through DISC Process)



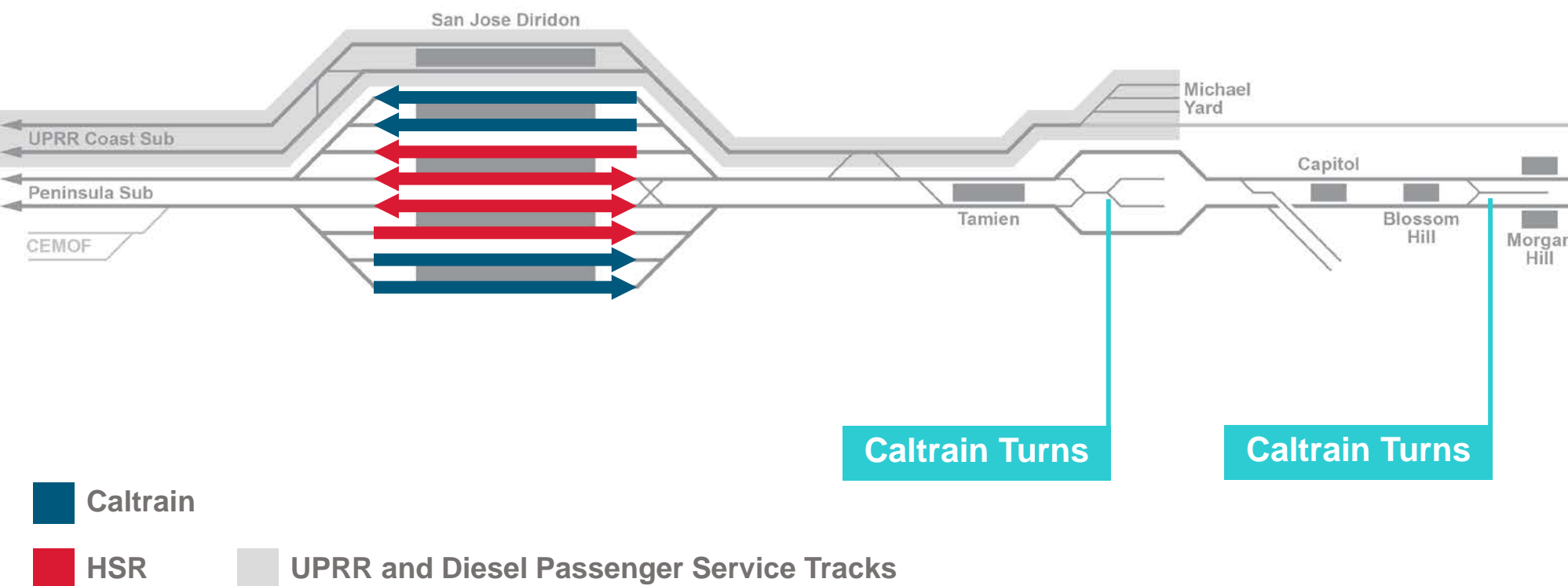
SJ Terminal: Baseline Growth



Scenario generally works within infrastructure currently contemplated with some level of operational risk that will be tested with simulation in next round of Business Plan

Operational challenges result from turning six Caltrain and three HSR trains in the Diridon/Tamien area. Possible mitigations for operational risk in the Baseline include additional interlocking infrastructure and/or adjustment to turn locations for HSR in San Jose.

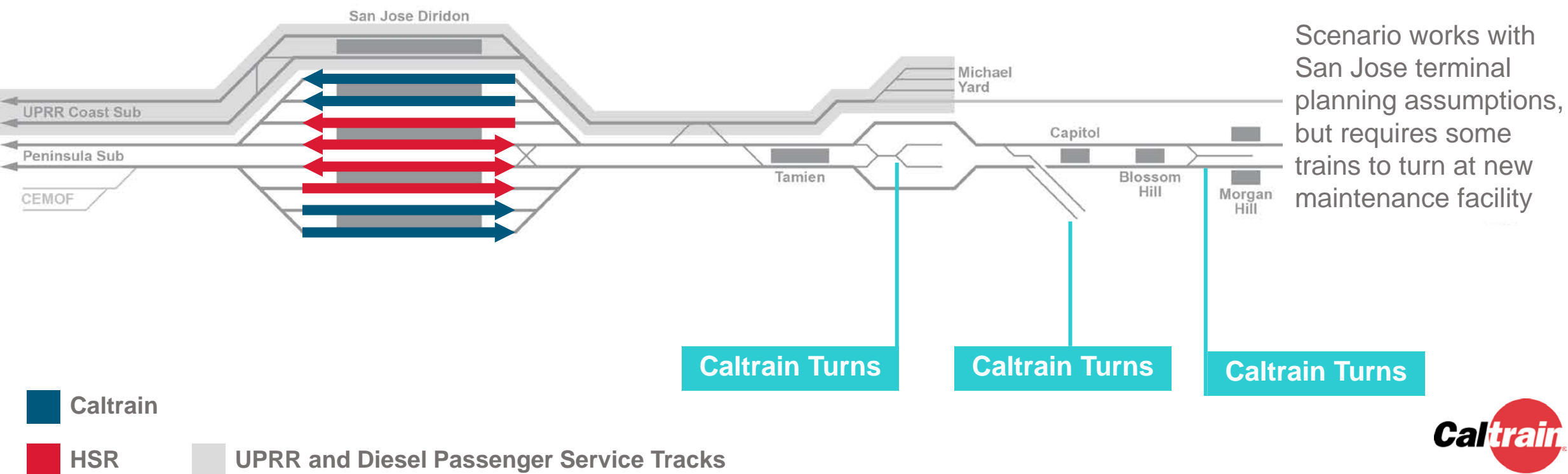
SJ Terminal: Moderate Growth



Operating all Caltrain through Diridon and turning a maximum of four trains at Tamien broadly works in currently contemplated infrastructure in PEPD and assumed changes at Diridon contemplated in DISC analysis



SJ Terminal: High Growth





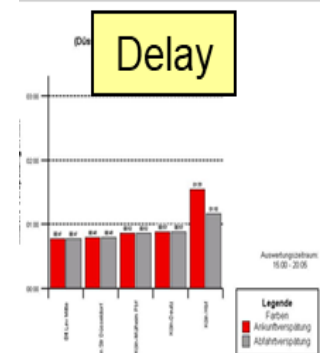
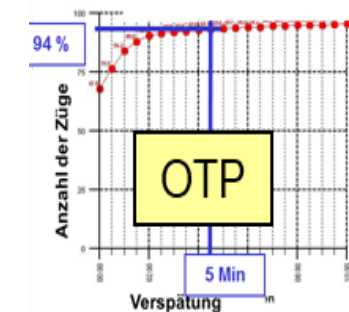
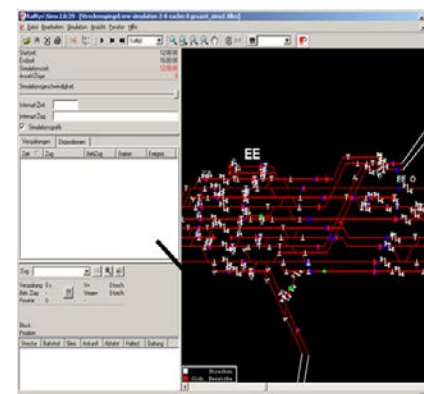
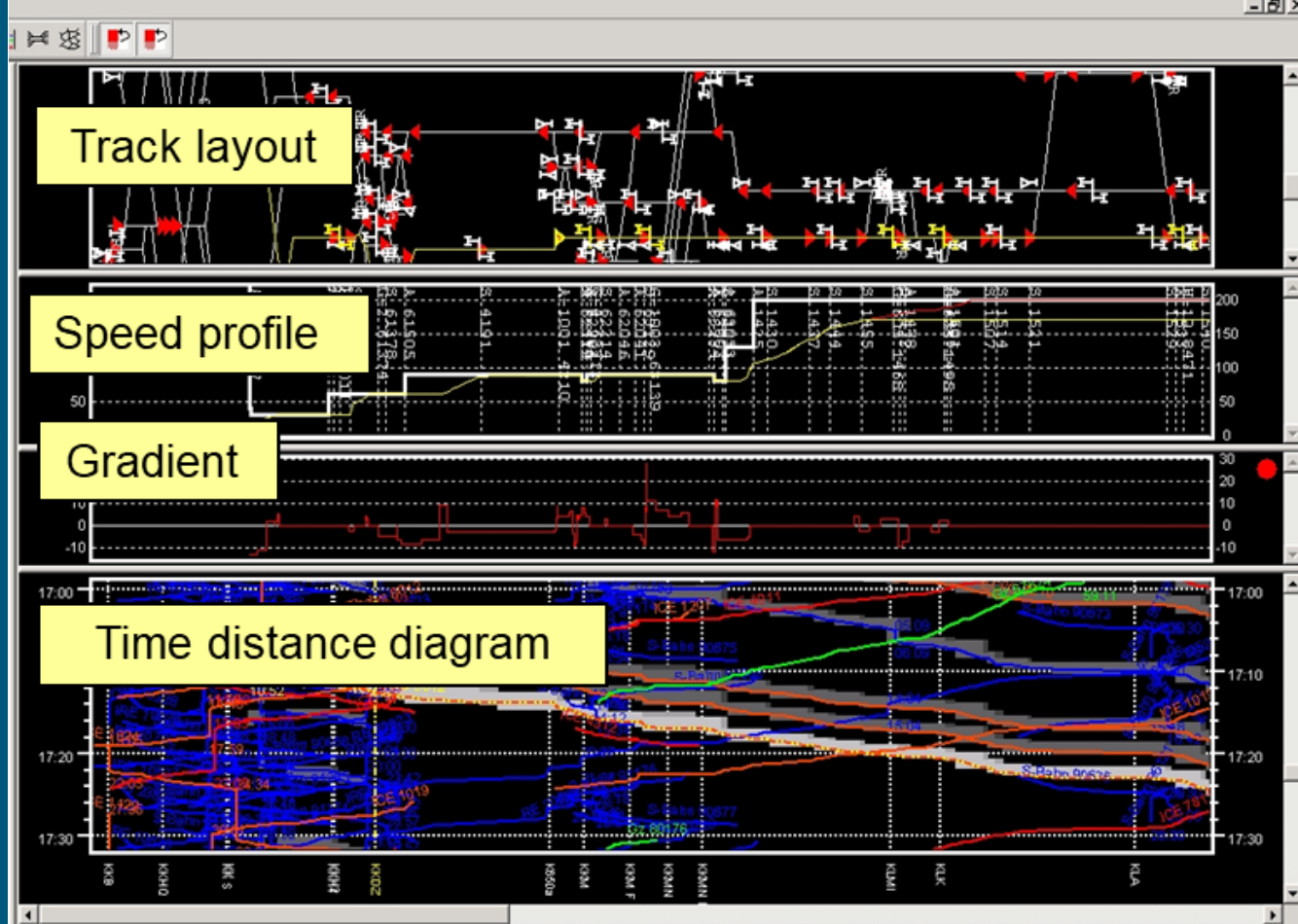
Next Steps



Next Steps: Simulation

Process

- The primary objective for the simulation analysis is to determine whether the simulation model indicates a stable rush-hour operation absent any major disruptions (e.g. track outages or disabled trains) for the three growth scenarios subject to analysis
- Of particular concern is the extent to which the variability of dwells at intermediate stations will affect the ability to deliver the proposed timetables within reasonable on-time performance parameters



Next Steps: Storage & Maintenance Analysis

Process

- Analyze fleet, storage and maintenance needs associated with the fleet requirements for each of the growth scenarios considered
- Understand when and where new investments in storage and maintenance facilities may be required and analyze how these may impact or benefit overall system operations



Next Steps: Explorations

Examples;

- High Growth stopping pattern tradeoffs
- Dumbarton service connection in Redwood City
- East Bay run-through service via second Transbay Tube
- 22nd St Station relocation





Ridership Forecasts



Ridership Context



Existing Ridership

Today, Caltrain serves bidirectional and polycentric ridership demand

- 62,000 daily boardings¹
- 64%-36% NB-SB split during AM peak period
- Half of trips occur outside of San Francisco

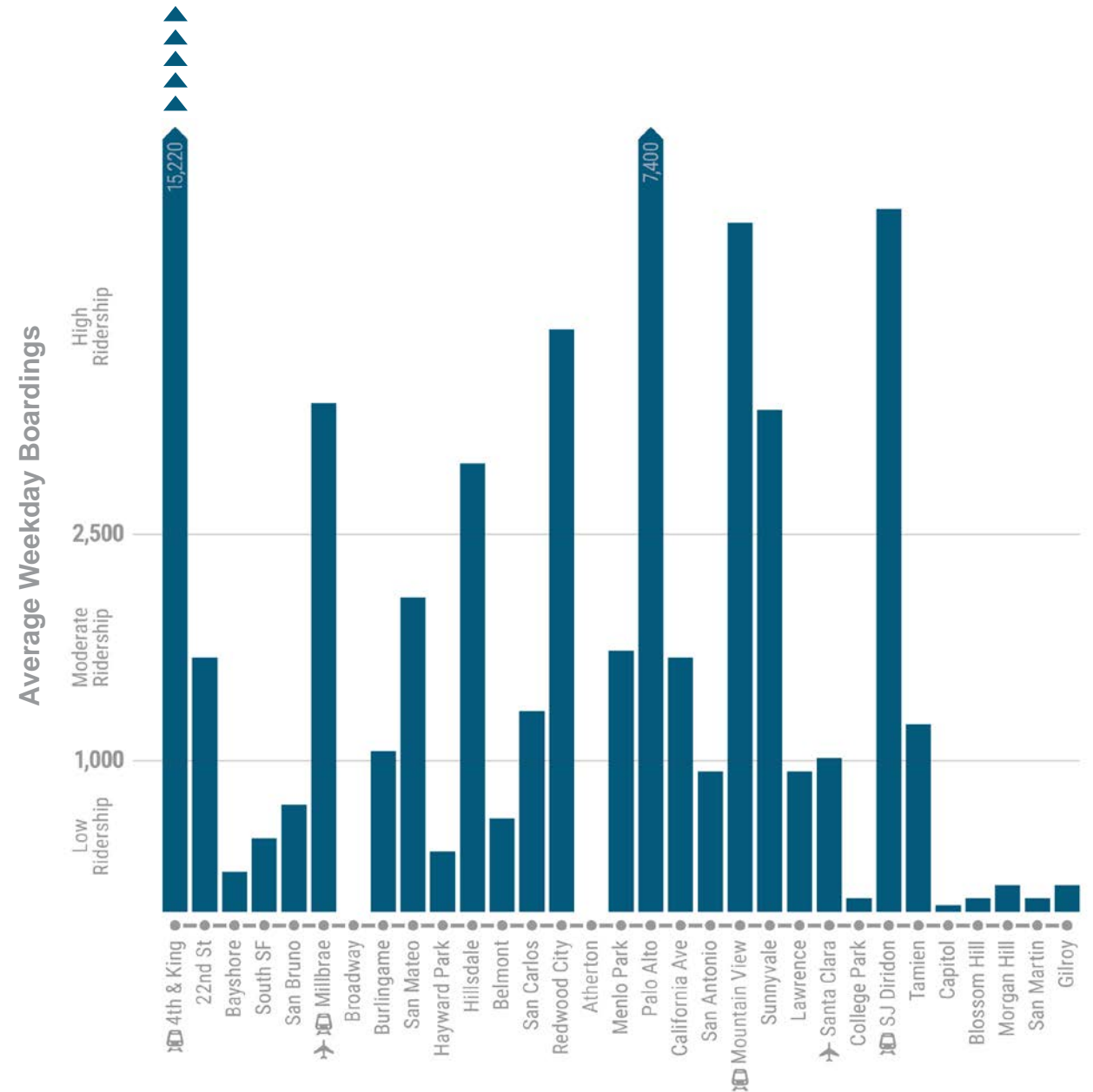
Ridership is highly concentrated around stations with fastest & most frequent Service

- 73% of ridership at 8 Baby Bullet stations served by 4 or more trains per hour, per direction
- There is substantial latent demand, particularly at stations with low service

Train occupancy varies by service type

- Many Baby Bullet trains carry 100%-140% of their seated capacity during peak periods, while limited trains vary from about 50% to 120% of seated capacity

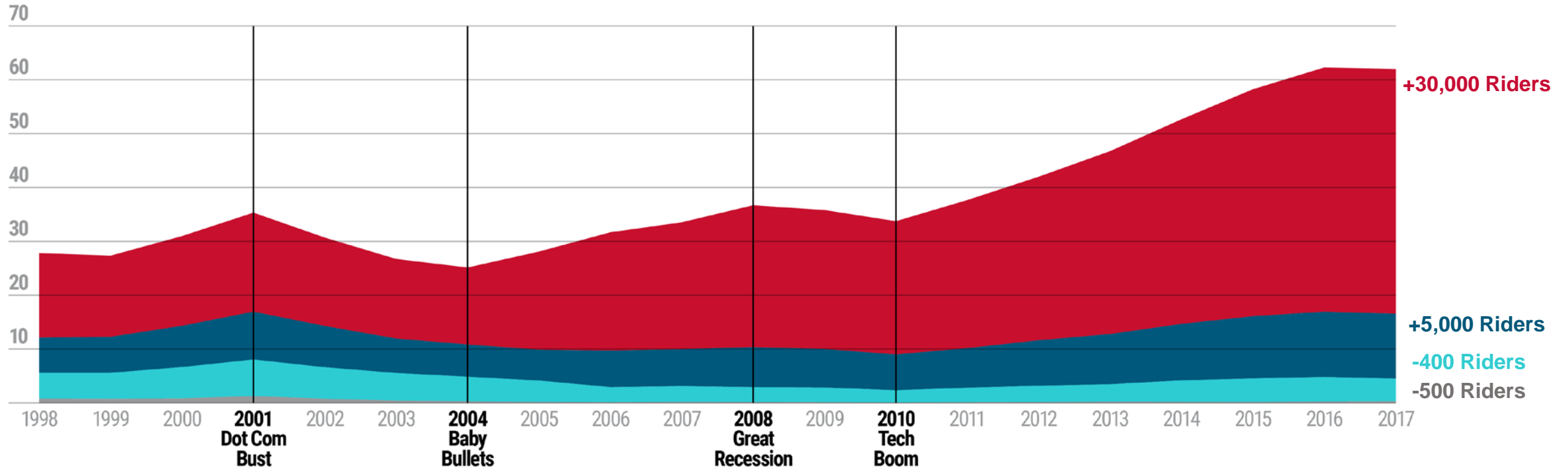
¹Based on 2017 ridership data



Ridership Growth Over Time

Change in Ridership (Thousands)

1998 – 2017



Top 8 Stations

4th & King, Millbrae, Hillsdale, Redwood City, Palo Alto, Mountain View, Sunnyvale, San Jose Diridon

Middle 8 Stations

22nd Street, Burlingame, San Mateo, San Carlos, Menlo Park, California Ave, Santa Clara, Tamien

Bottom 8 Stations

Bayshore, South San Francisco, San Bruno, Hayward Park, Belmont, San Antonio, Lawrence, College Park

Gilroy Service

Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy

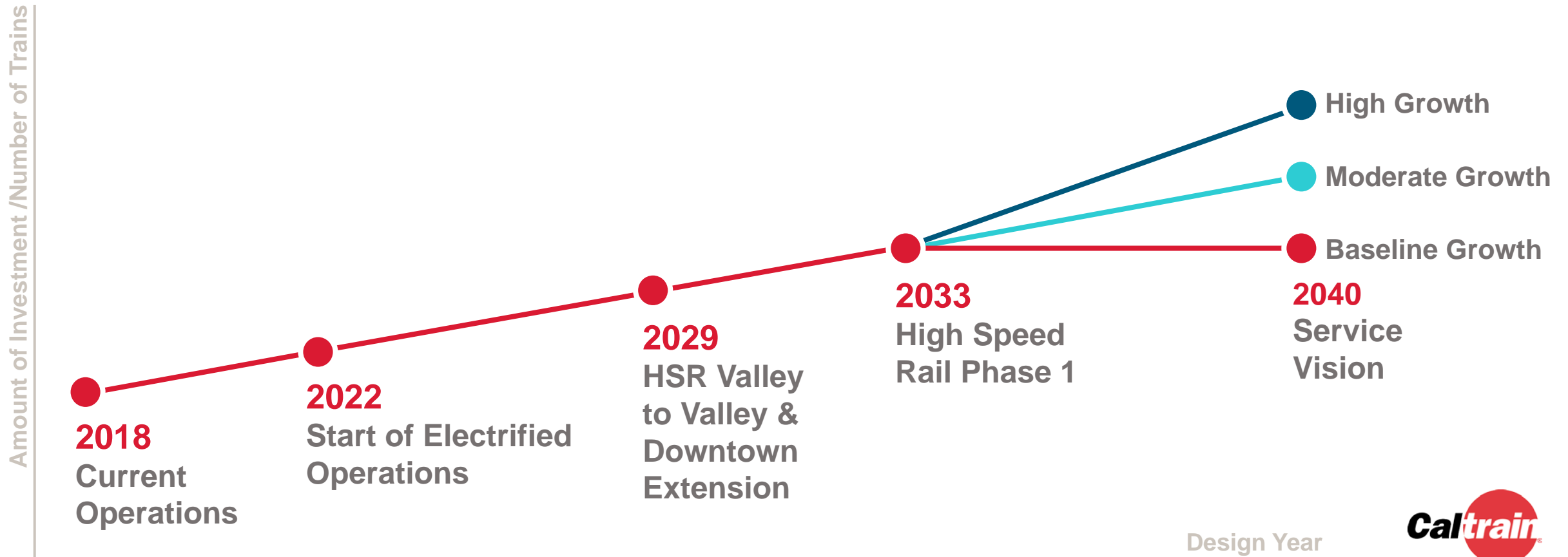




Ridership Forecasts



2040 Service Scenarios



Objectives

Update the Caltrain Ridership Model to forecast changes associated with Growth Scenarios

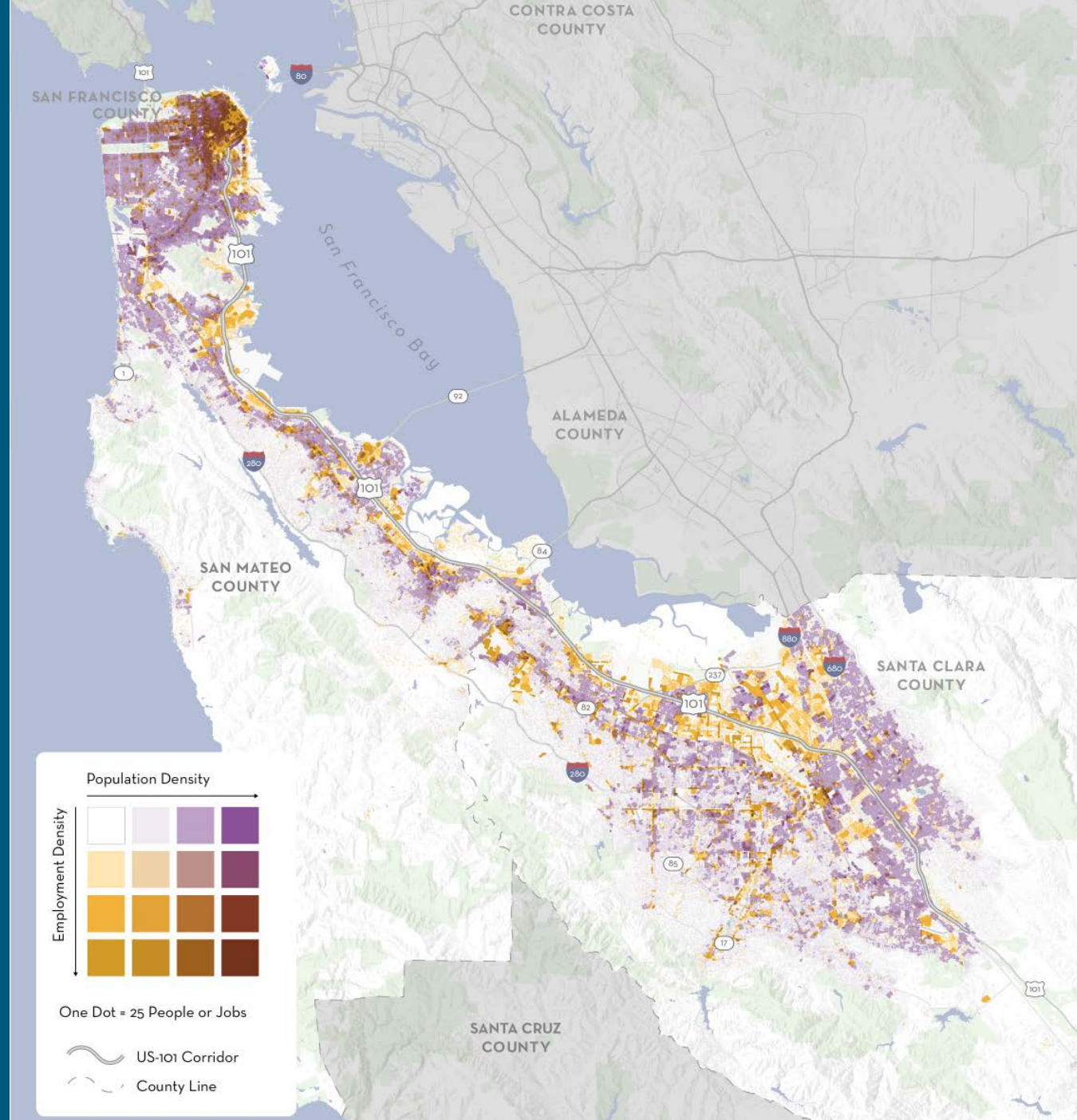
- System, station, and origin-destination forecasts
- Weekday and weekend forecasts
- Breakdown by time period for weekdays (AM peak, midday, PM peak, and evening)

Incorporate sensitivity to regional and local factors influencing ridership

- Regional transportation changes
- Station area land use
- Differentiated service patterns
- Socioeconomic characteristics

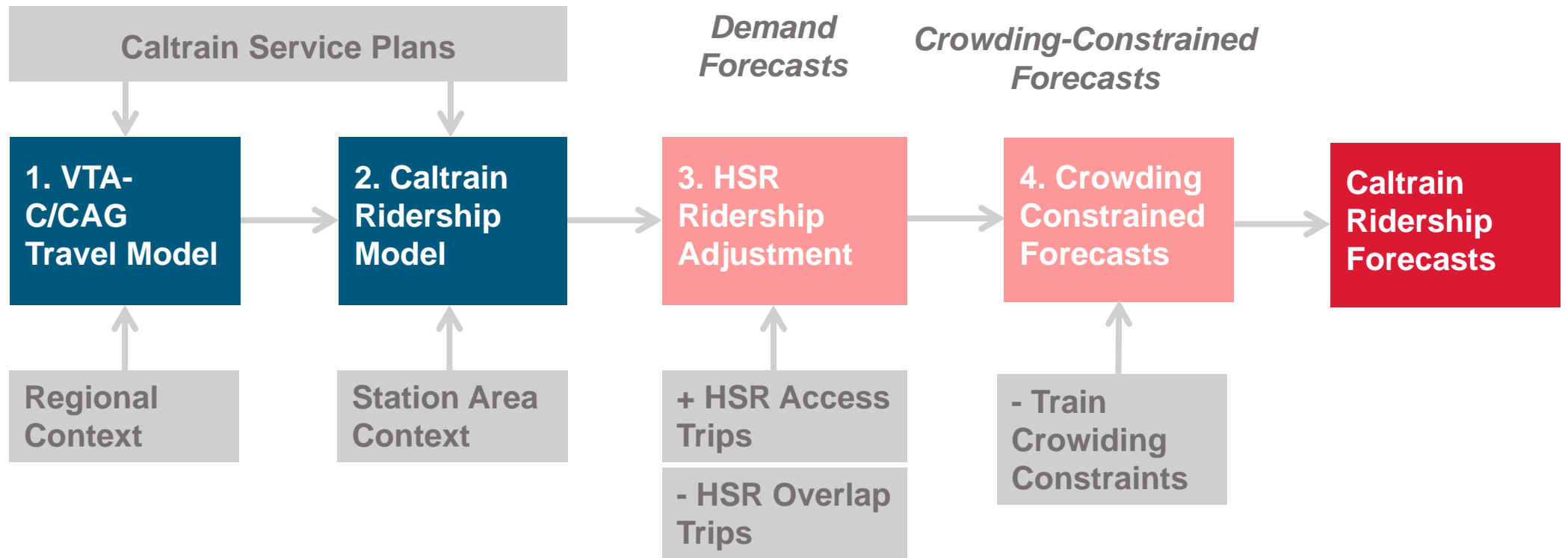
Understand implications of train crowding

- Align ridership against capacity provided
- Consider extent to which service will be able to fully “capture” market given potential train crowding



Ridership Model Structure

Modeling Process



Modeling Objectives

1. Forecast for changes in regional travel behavior over time

2. Refine Caltrain regional distribution & account for micro travel behavior related to Caltrain

- Net Effect: adjusts ridership by station and reduces overall ridership forecast

3. Account for HSR influence on Caltrain ridership

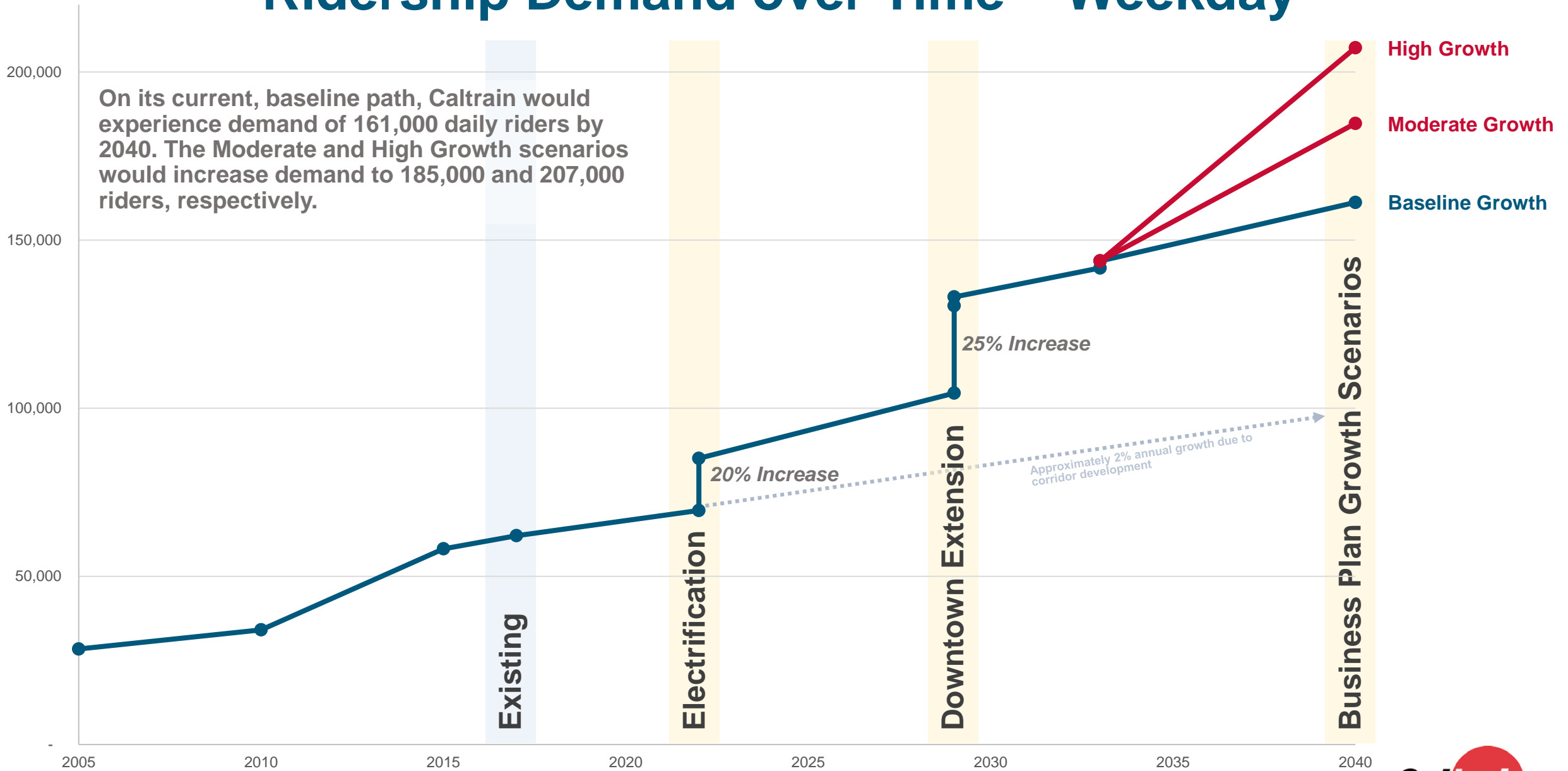
+ Net Effect: Subtracts riders on HSR ODs; adds riders as HSR access mode

4. Constrain capacity to a comfortable crowding load of 1.35 at each segment

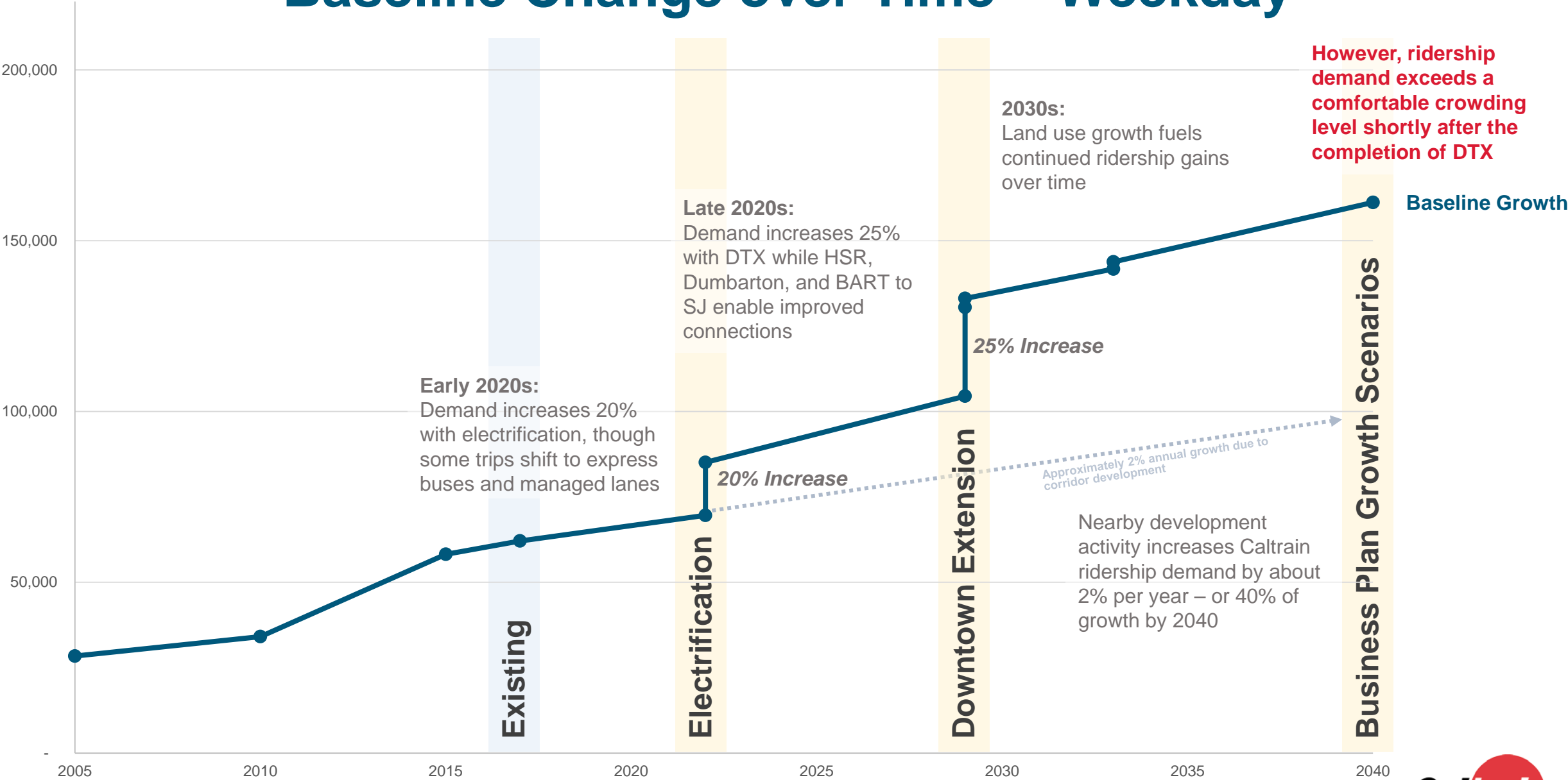
- Net Effect: Decrease overall Caltrain ridership for baseline and moderate growth scenarios



Ridership Demand over Time – Weekday



Baseline Change over Time – Weekday



However, ridership demand exceeds a comfortable crowding level shortly after the completion of DTX

2030s:
Land use growth fuels continued ridership gains over time

Late 2020s:
Demand increases 25% with DTX while HSR, Dumbarton, and BART to SJ enable improved connections

Early 2020s:
Demand increases 20% with electrification, though some trips shift to express buses and managed lanes

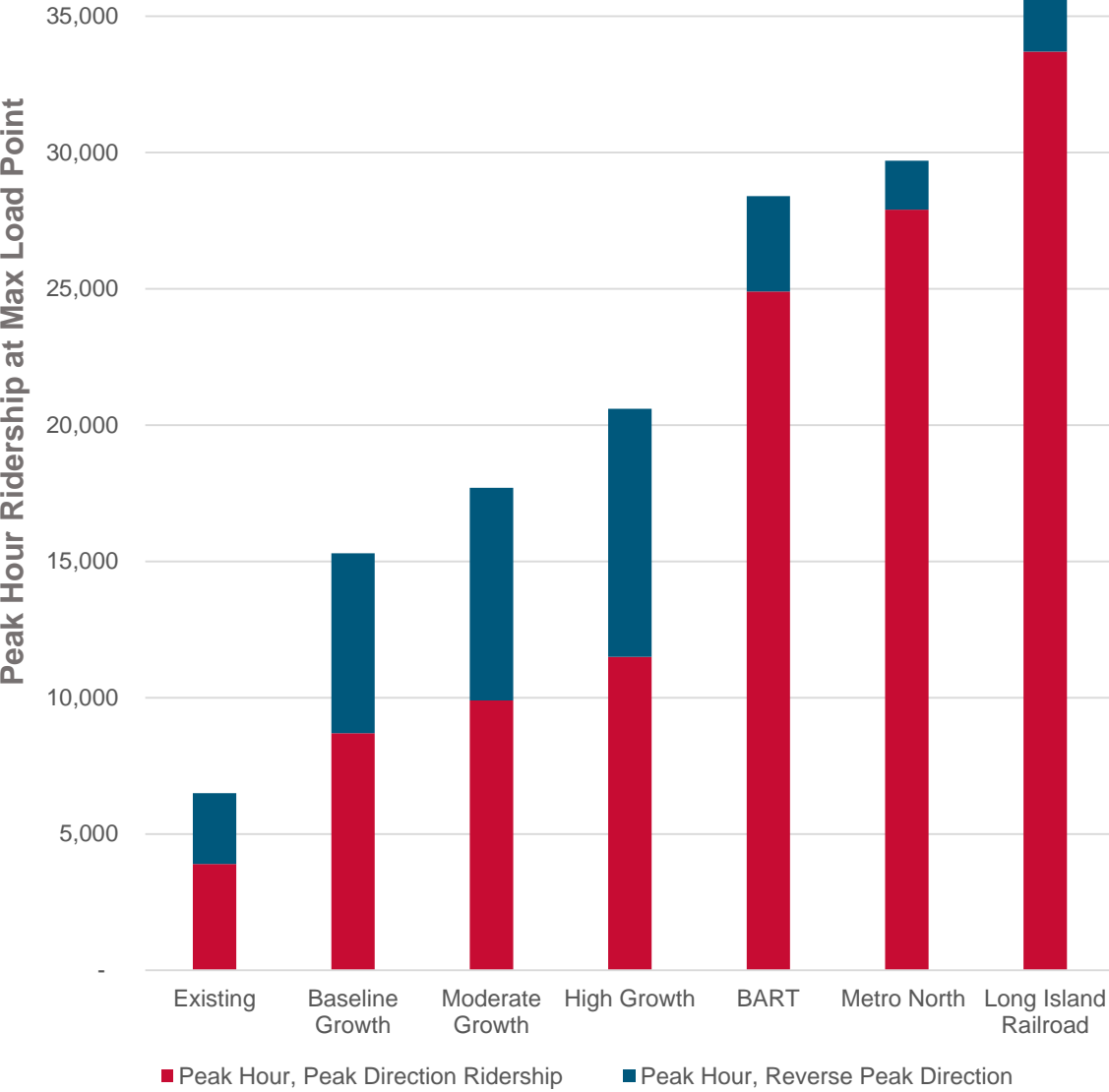
Approximately 2% annual growth due to corridor development

Nearby development activity increases Caltrain ridership demand by about 2% per year – or 40% of growth by 2040



Peer Comparison: Ridership Demand

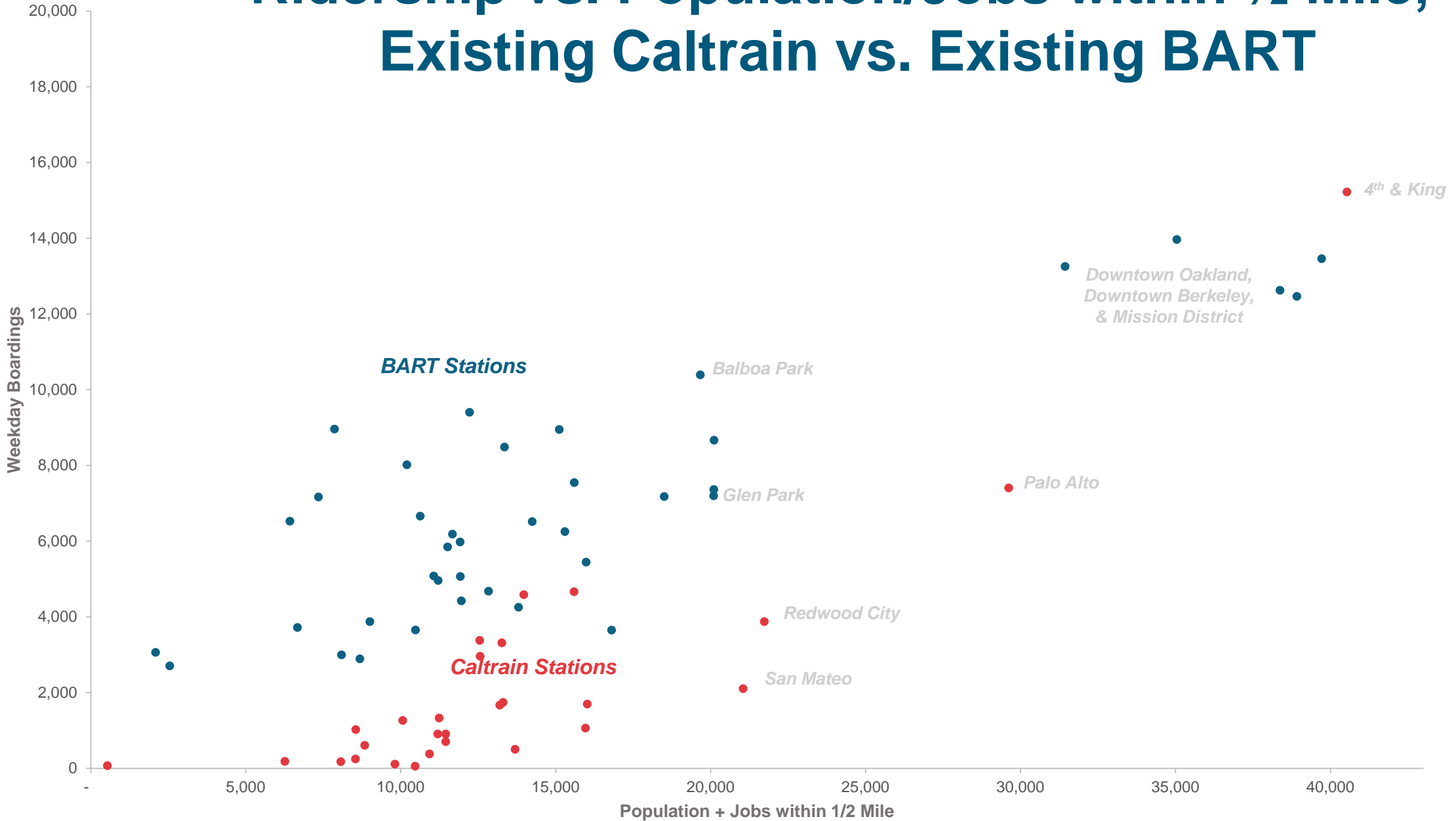
Caltrain's 2040 ridership demand is more balanced (directionally and geographically) than peer corridors



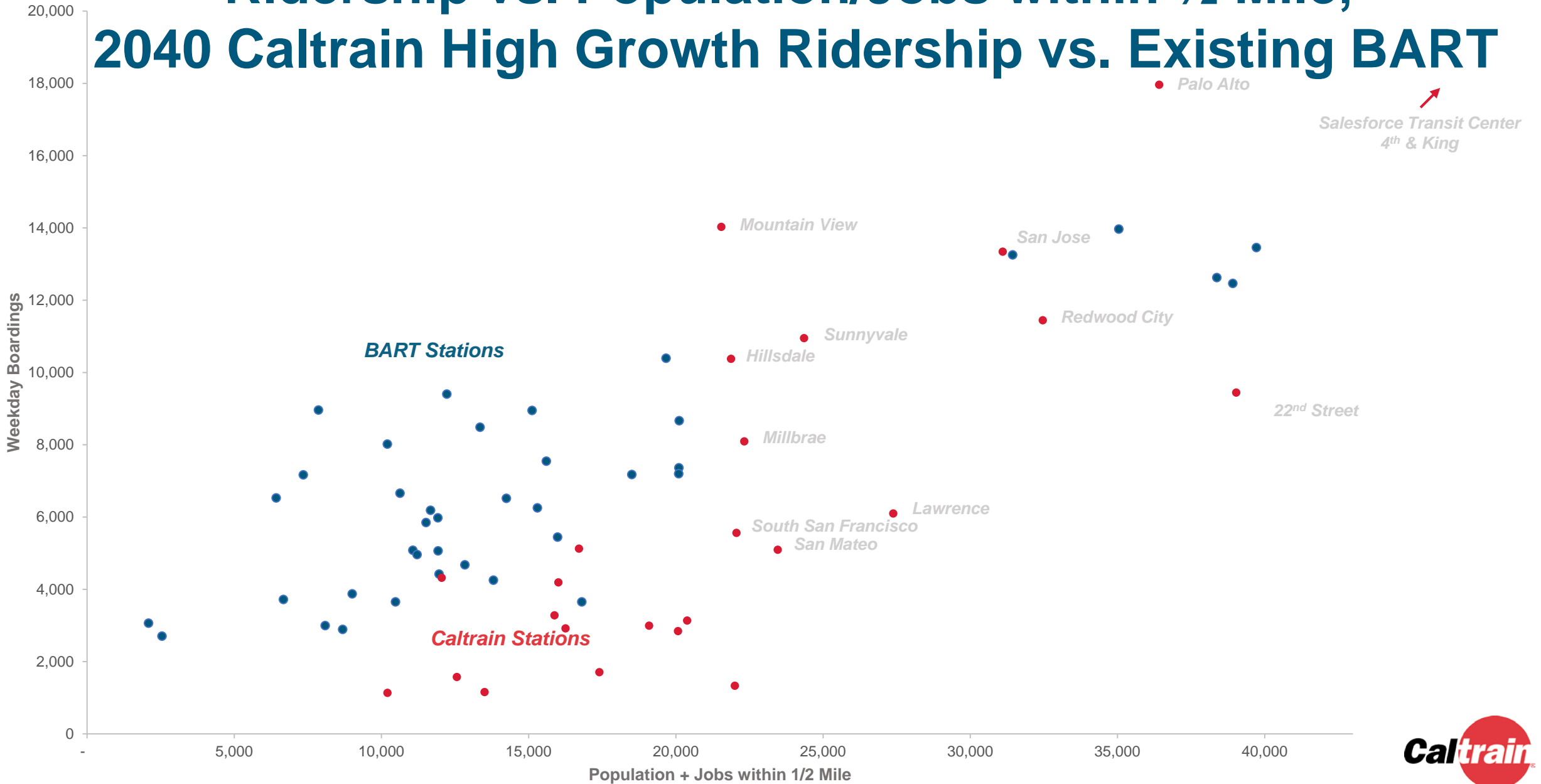
System	Daily	Peak Hour, Max Load Point	Peak % - Reverse Peak %	Peak Hour, Peak Direction Max Load Point
Caltrain	Existing	62,000	60% - 40%	3,900
	2040 Baseline	161,000*	57% - 43%*	8,700
	2040 Moderate	185,000*	56% - 44%*	9,900
	2040 High	207,000	56% - 44%	11,500
BART (All Lines)	414,000	28,400	88% - 12%	24,900
Metro North (Harlem & New Haven Lines)	176,000	27,900	94% - 6%	26,200
Long Island Railroad (All Lines)	350,000	35,900	94% - 6%	33,700

*Excludes capacity constraining for Baseline and Moderate

Ridership vs. Population/Jobs within 1/2 Mile, Existing Caltrain vs. Existing BART



Ridership vs. Population/Jobs within 1/2 Mile, 2040 Caltrain High Growth Ridership vs. Existing BART



Key Findings

1. Ridership demand could exceed 200,000 riders by 2040

- i. Under the Baseline Growth condition, Caltrain would attract 161,000 riders by 2040
- ii. Increasing to 8 TPH would increase ridership to 185,000 for the Moderate Growth scenario
- iii. Increasing to 12 TPH would increase ridership to 207,000 for the High Growth scenario

2. PCEP will provide near-term crowding relief, but growing demand will lead to overcrowded conditions during peak hours upon completion of DTX around 2029

- i. Caltrain could reach 100,000 riders over the next decade with electrification and land use growth alone
- ii. The Completion of DTX increases Caltrain ridership demand by about 25 percent (27,000 riders)
- iii. While new trains will enable better standing conditions for passengers, the level of crowding expected will be uncomfortable and may not be a competitive option for choice riders

3. By 2040 the Baseline and Moderate Growth scenarios face crowding challenges, while the High Growth does not.

- i. By 2040 the Baseline and Moderate Growth scenarios exceed a comfortable crowding condition by about 30 to 40 percent for peak hour, peak direction travel.

DTX & Intra-San Francisco Ridership

1. STC Surcharge

- i. Assumed average surcharge of \$2.50 (or \$3 in 2029 dollars) per trip, roughly equivalent to a separate fare zone
- ii. STC would serve about 25,000 daily boardings, but some potential riders may shift to other modes
- iii. Ultimate surcharge amount and mechanism will influence ridership outcomes at STC

2. Location of 22nd Street Station

- i. Ridership forecasts suggest 6,000-10,000 daily station boardings by 2040, but may be higher or lower depending on potential station relocation

3. Intra-SF Ridership

- i. With opening of DTX Caltrain could offer substantial time savings for intra-SF trips and as connection to BART, Transbay buses, and ferries
- ii. Ridership forecasts suggest 4,000-7,000 trips, but could be 20,000-30,000 if similar to BART

Origin-Destination Pair	Estimated Travel Time (& Frequency by Growth Scenario)	
	<i>Muni</i>	<i>Caltrain</i>
4 th & King – STC/Montgomery Station	15 minutes (6 trains per hour)	4 minutes (6-8 trains per hour)
22 nd Street – STC/Montgomery Station	25 minutes (6 trains per hour)	8 minutes (4-8 trains per hour)
Bayshore – STC/Montgomery Station	37 minutes (8 buses per hour)	13 minutes (2-4 trains per hour)

South of Tamien Ridership

Topic	Daily Boardings			
	Existing	2040 Baseline	2040 Moderate	2040 High
Capitol & Blossom Hill	300	700	3,500	4,300
Morgan Hill & Gilroy	400	600	1,300	1,600

**Excludes capacity constraining for Baseline and Moderate*

Findings

- There is reasonably strong demand for service in southern San Jose, where Capitol and Blossom Hill would serve 3,000-4,000 new boardings per day with service every 15 minutes
- There is lower demand in Morgan Hill and Gilroy with half-hourly peak period service and hourly off-peak service
 - Smaller markets with less housing growth
 - HSR is attractive option at Gilroy due to higher frequency service to San Jose and faster travel times to San Francisco and Millbrae

Off-Peak & Weekend Ridership

<i>Topic</i>	Daily Boardings			
	<i>Existing</i>	<i>2040 Baseline</i>	<i>2040 Moderate</i>	<i>2040 High</i>
Off-Peak Boardings (Early AM, Midday, and Evening)	7,300	23,000	34,700	35,900
Weekend Boardings	12,400	43,300	58,800	61,200

Findings

- There is strong potential for growth during off-peak and weekend periods, although there is particularly high uncertainty given data and model limitations
- However, station demand is highly sensitive to service frequency. Demand is highest at stations receiving service every 15 minutes or greater, and lower at stations receiving service every 30 or 60 minutes



2040 Capacity & Crowding



Crowding

How crowded will trains be? Will they still be a competitive choice? Will they be able to serve their full potential market demand?

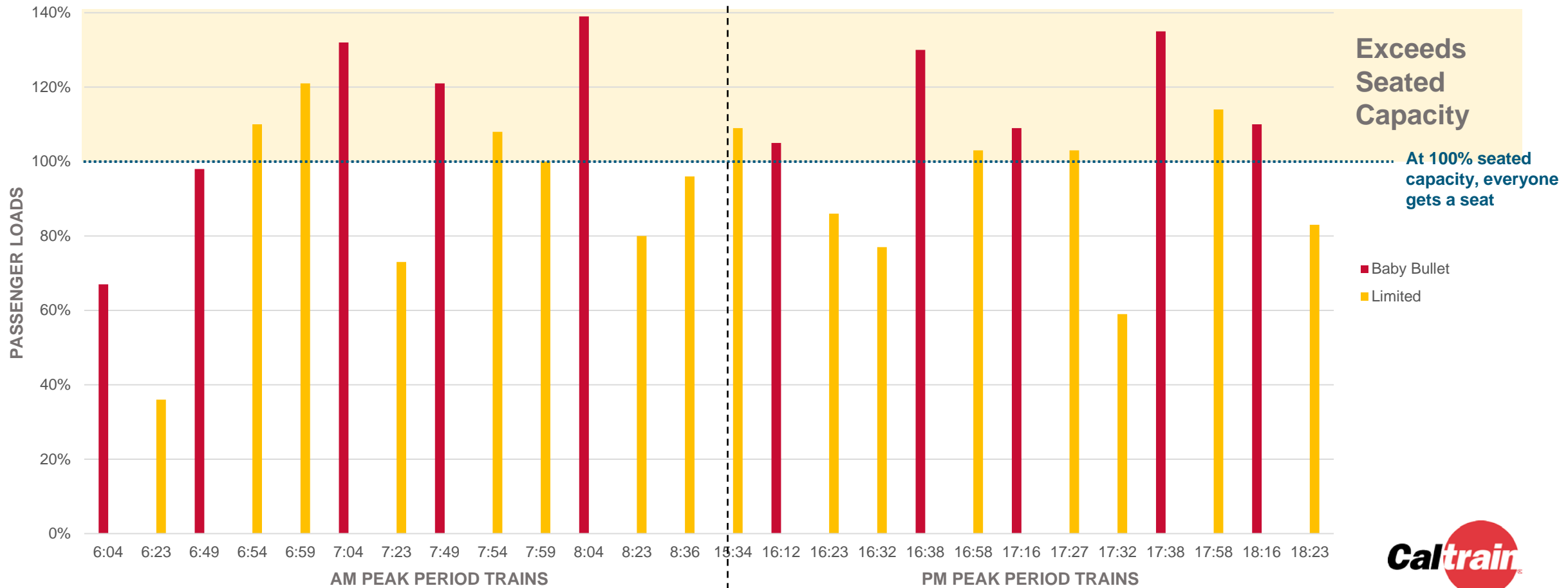
- The underlying ridership model projects demand based on land use and service levels- it does not take comfort and crowding into account
- If Caltrain is highly crowded and uncomfortable will it still be a competitive mode? Is there a portion of future demand that we may not capture if the trains are uncomfortably full?

For the purposes of Business Planning, Caltrain is assuming that it can competitively serve passenger loads of up to 135% of seated capacity during regular service. At higher levels of crowding the service may not be competitive for choice riders and Caltrain may not be able to fully capture potential demand



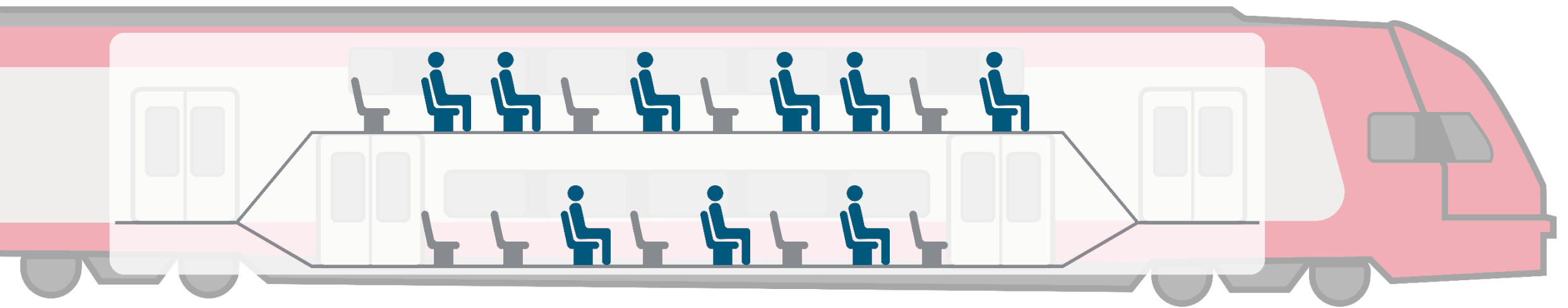
Context - Crowding

Today, 15 of 28 peak commute direction trains exceed seated capacity during peak periods. Baby Bullet trains are usually beyond their seated capacities (averaging 115%), while Limited trains are typically near capacity (averaging 92%). Max train loads vary from 40% to 140%.



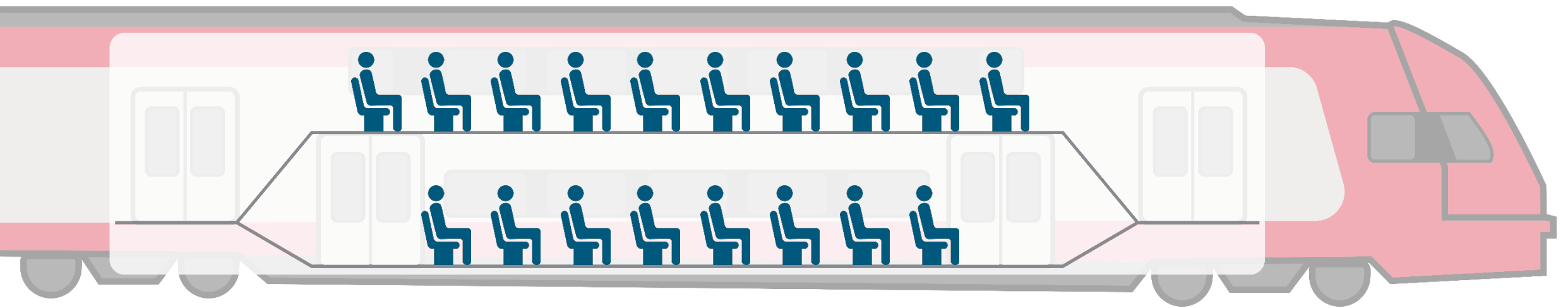
Train Capacity and Crowding

50% Occupancy – Many seats available



Train Capacity and Crowding

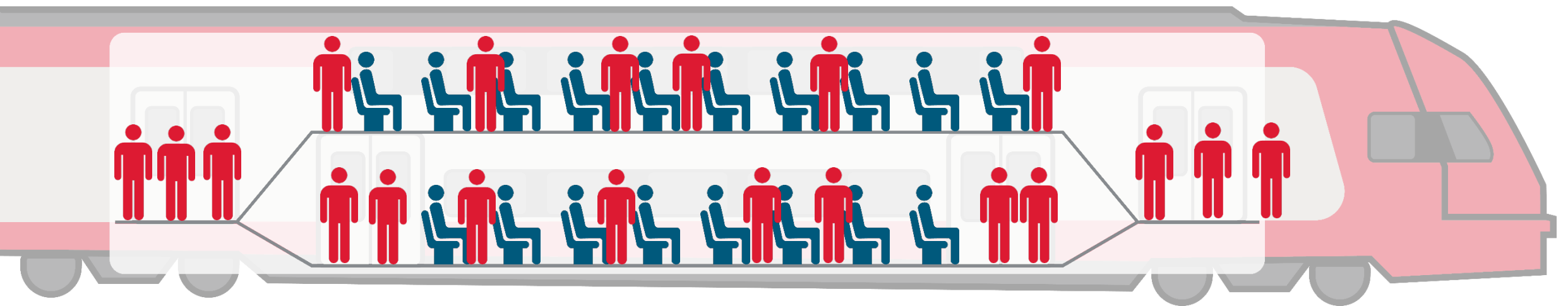
100% Occupancy – Everyone gets a seat



This level of occupancy is the planning standard used for commuter rail by FTA

Train Capacity and Crowding

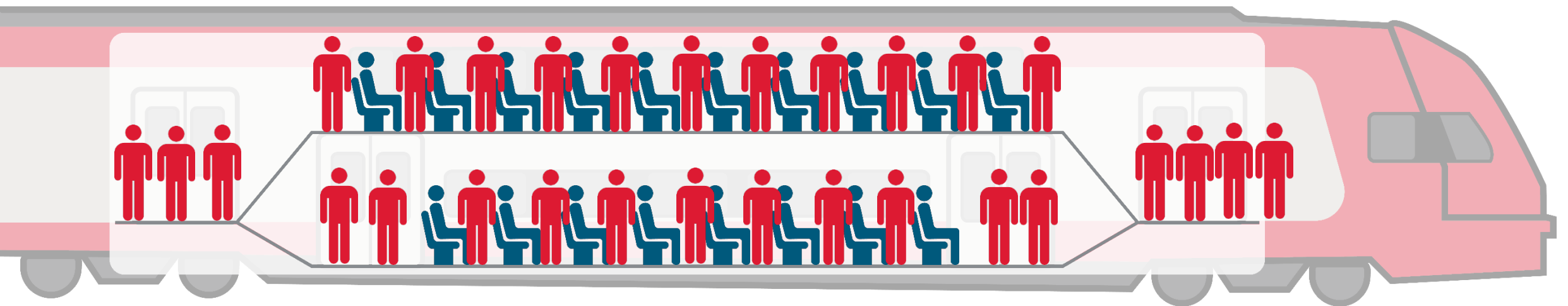
135% Occupancy – Most are seated and everyone else can stand comfortably



This level of occupancy roughly equates to the planning standard used for commuter rail lines into London and on S-Bahn (commuter) trains in Germany. Depending on the specific train design this level of occupancy generally equates to less than two standees per square meter of space

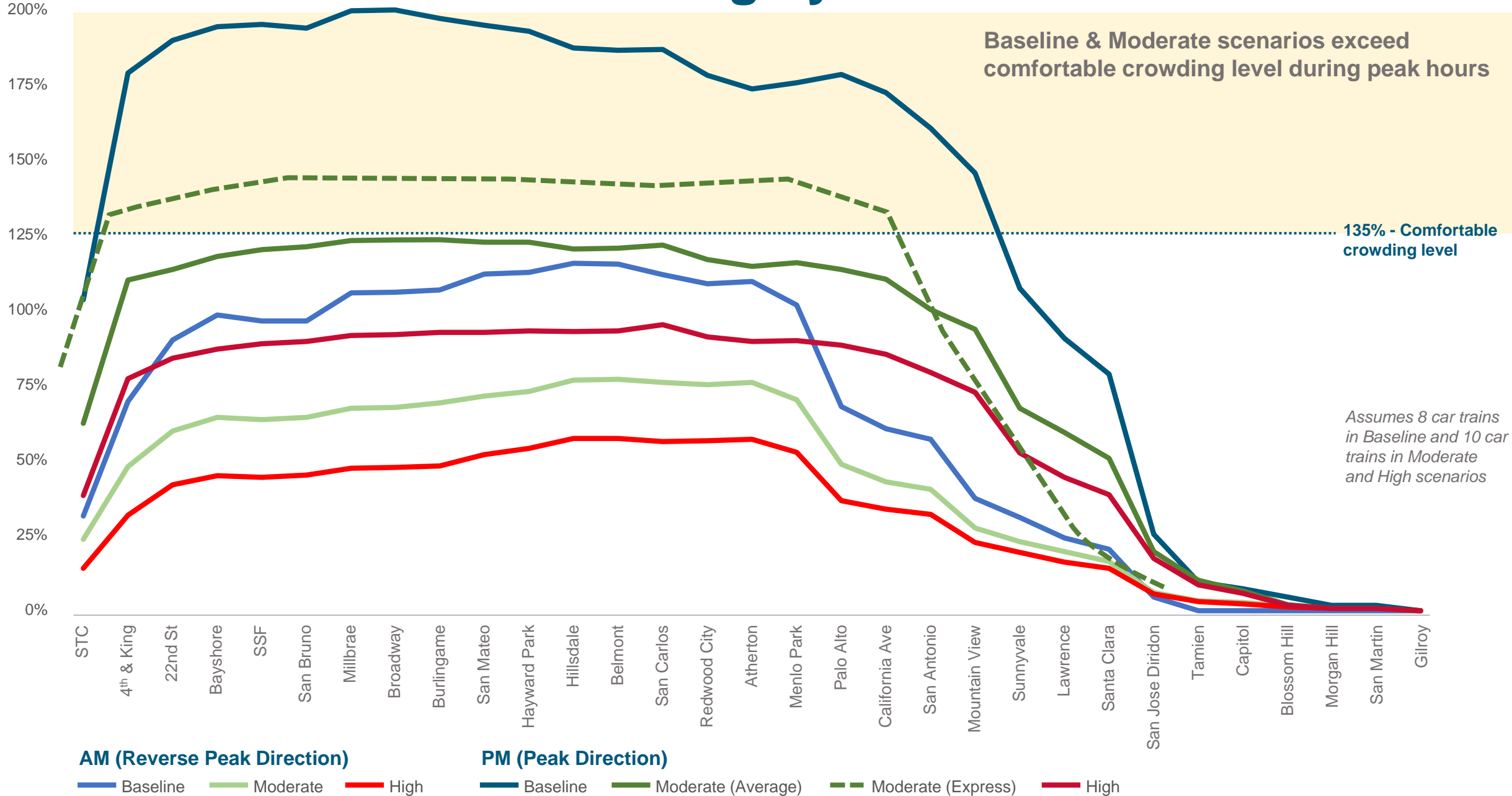
Train Capacity and Crowding

More than 135% Occupancy – Many are standing and may be uncomfortable

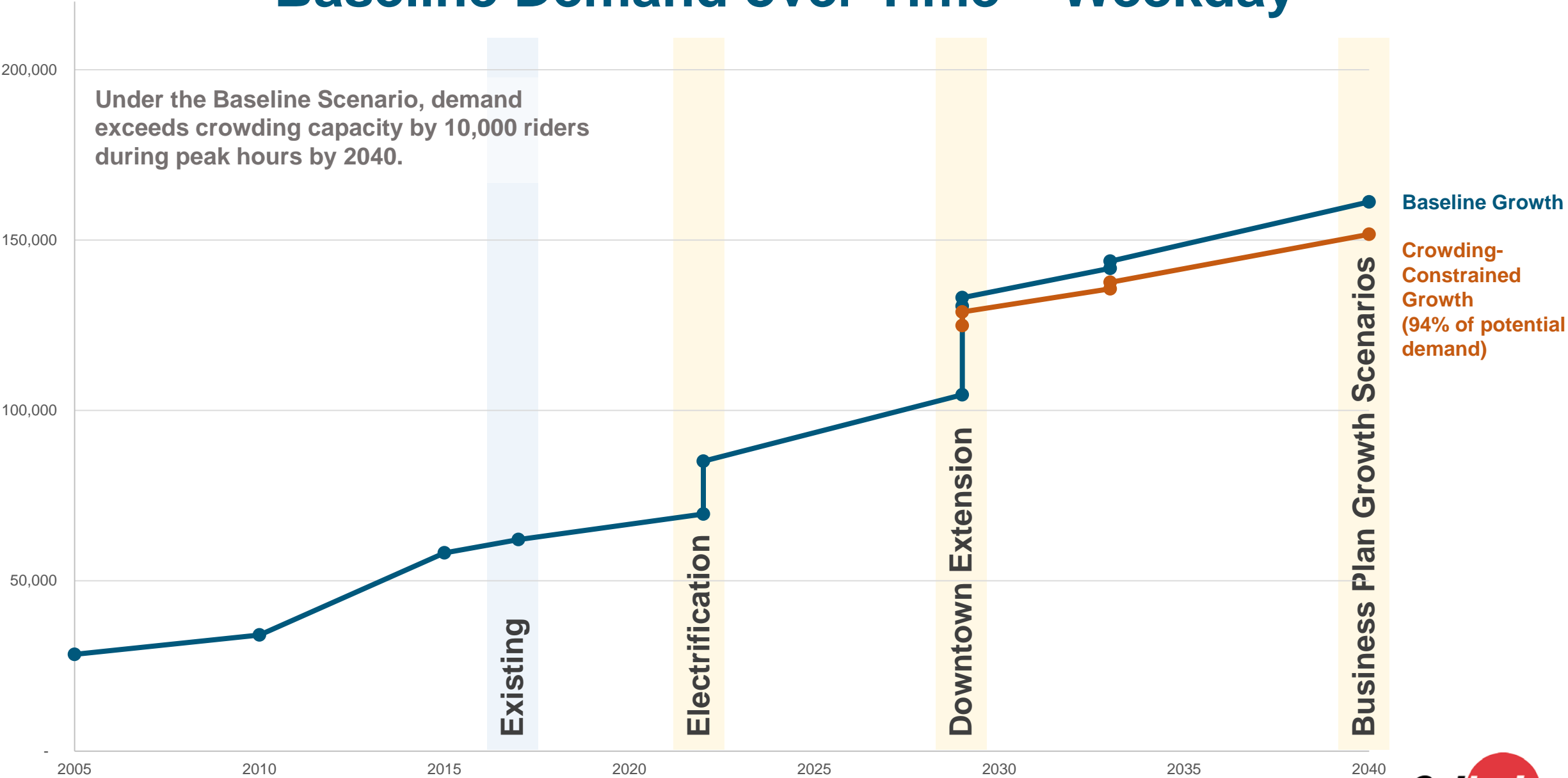


While occupancy loads well over 150% can be safely accommodated, passengers will feel crowded and uncomfortable and the service may not be attractive to choice riders

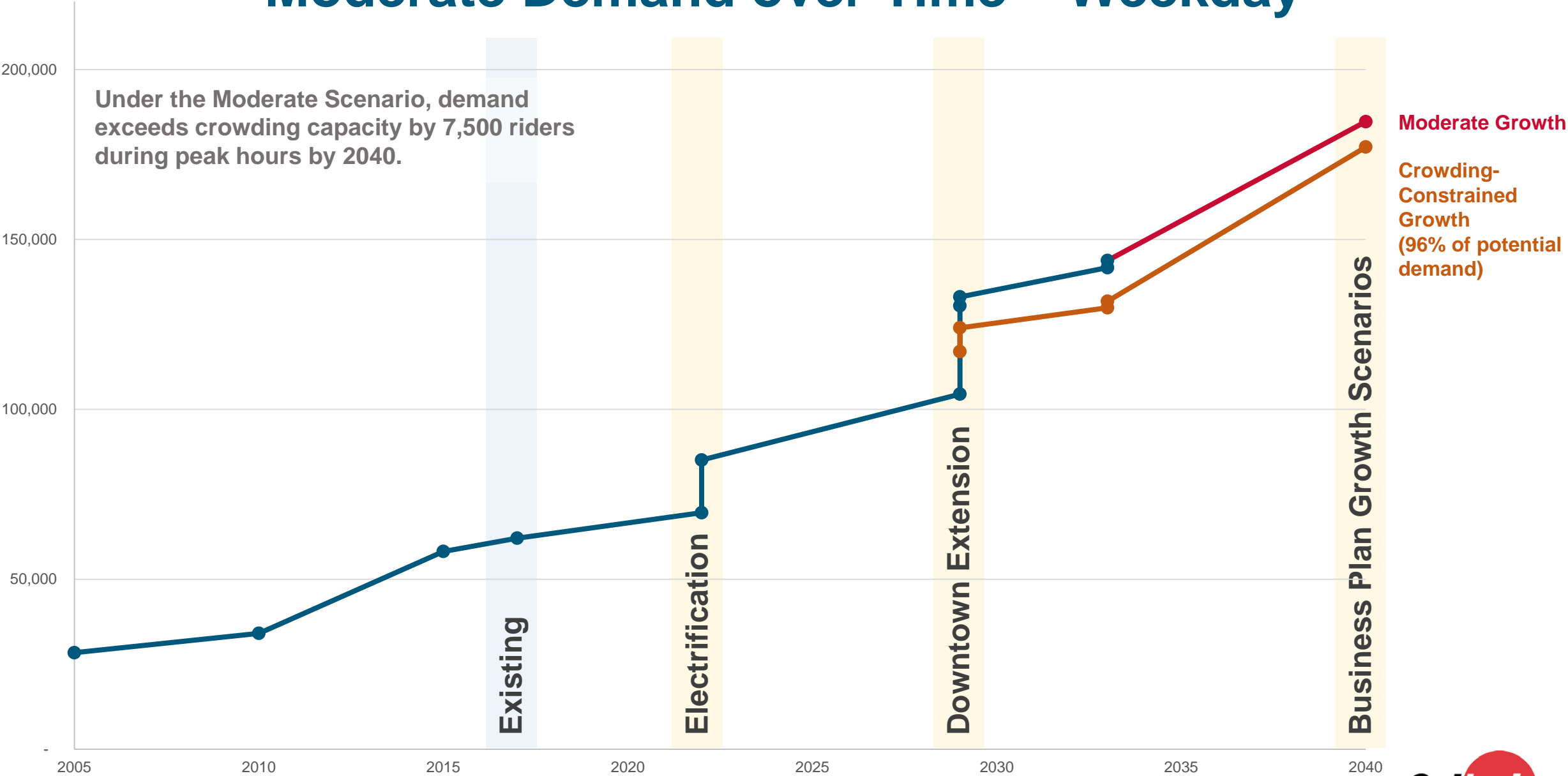
2040 Crowding by Scenario



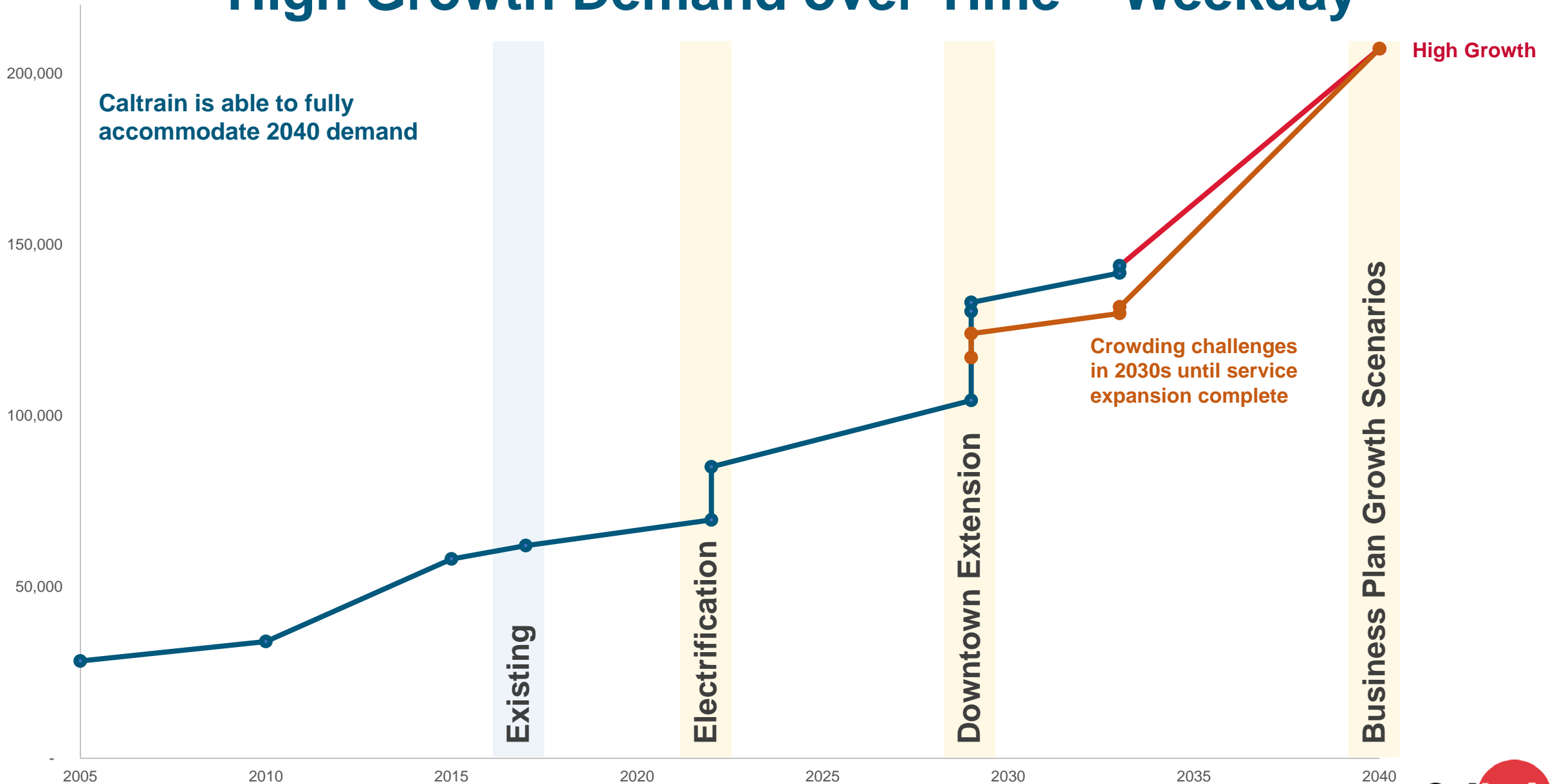
Baseline Demand over Time – Weekday



Moderate Demand over Time – Weekday



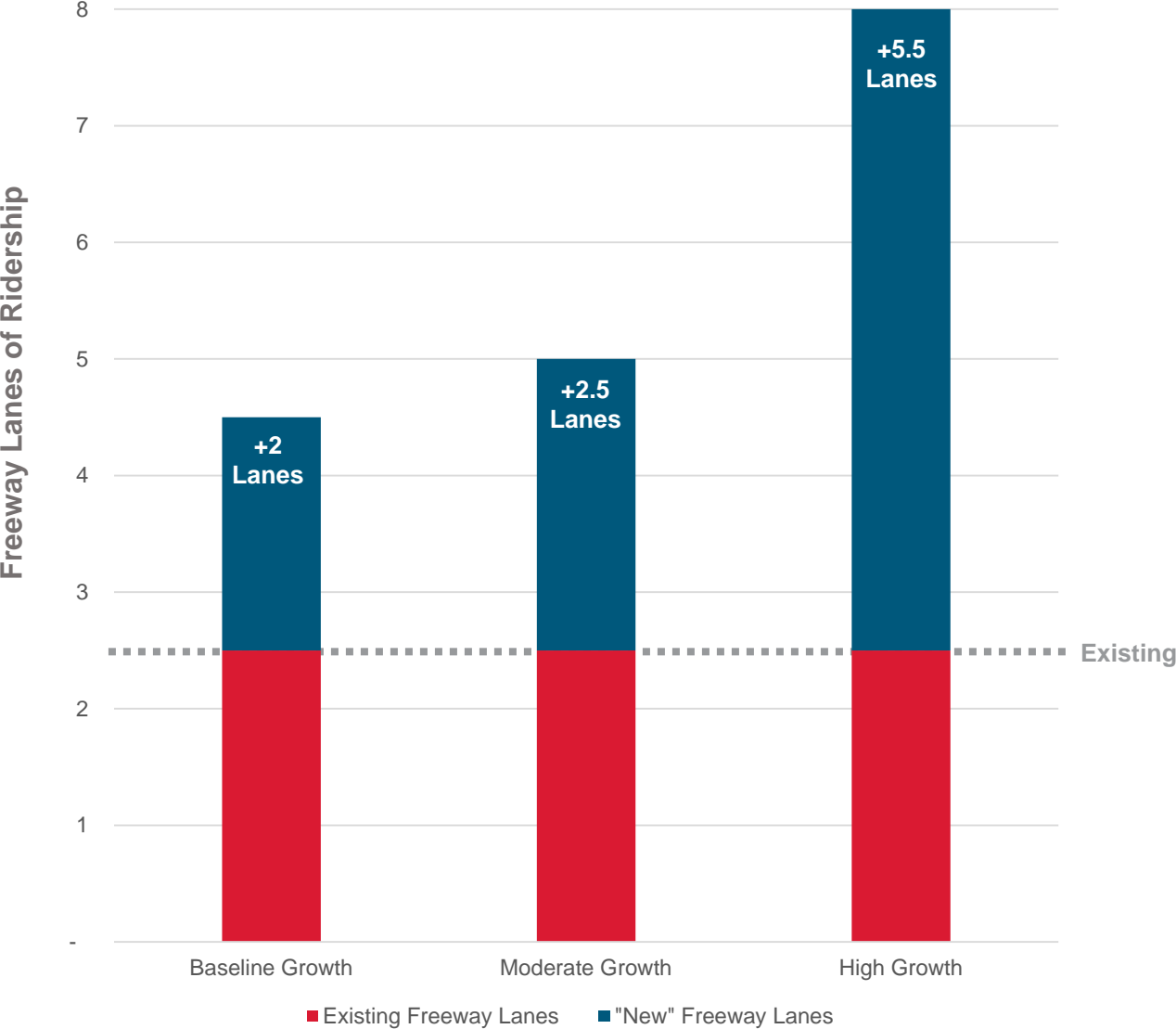
High Growth Demand over Time – Weekday



System Forecasts- Constrained for Crowding

Systemwide Boardings: Weekday Ridership				
<i>Model Year</i>	<i>Service Plan</i>	<i>Demand</i>	<i>Capacity Constrained</i>	<i>Notes</i>
2017	5 TPH	62,100	62,100	
2022	5 TPH	69,700	69,700	Electrification increases service and capacity. Combined with the Central Subway, significant latent demand is unlocked within the system. After the completion of DTX, peak Caltrain ridership demand would exceed capacity. Ridership continues to grow during shoulder peak and off-peak periods.
	6 TPH	85,000	85,000	
2029	6 TPH	103,100	103,100	
	6 TPH (+ DTX)	130,600	124,900	
	6 TPH (+ DTX and 2 HSR)	132,900	128,900	
2033	6 TPH (+ 2 HSR)	141,700	135,700	
	6 TPH (+ 4 HSR)	143,800	137,600	
2040	Baseline 6 TPH (+ 4 HSR)	161,200	151,700	
2040	Moderate 8 TPH (+ 4 HSR)	184,800	177,200	Demand for express trains would exceed a comfortable crowding level. While local trains could serve some excess capacity, some riders would choose other modes in lieu of a longer local travel time.
2040	High 12 TPH (+ 4 HSR)	207,300	207,300	Sufficient peak capacity and more connected local service serving off-peak and weekend demand.

Rider Throughput as Freeway Lanes



Caltrain’s peak load point occurs around the mid-Peninsula. Today, Caltrain serves about 3,900 riders per direction during its busiest hour at this peak load point. This is equivalent to 2.5 lanes of freeway traffic.

The **Baseline Growth Scenario** increases peak hour ridership to about 6,400 riders at the peak load point – equivalent to widening US-101 by 2 lanes. Peak hour demand exceeds capacity by about 40%.

The **Moderate Growth Scenario** increases peak hour ridership to about 7,500 riders at the peak load point – equivalent to widening US-101 by 2.5 lanes. Peak hour demand exceeds effective capacity by about 35% due to higher demand for express trains.

The **High Growth Scenario** increases peak hour ridership to over 11,000 at the peak load point – equivalent to widening US-101 by 5.5 lanes. All ridership demand is served.

Assumes 135% max occupancy load



Next Steps

Next Steps

Upcoming Work & Updates

- Service Planning
 - Explorations and Variations
 - Simulation analysis
- Business Case Development
 - Corridor Investments and Capital Costs
 - Operating Costs and Revenues
 - Mobility and Environmental Benefits
- Community Interface Assessment
 - Grade Separation Update

FOR MORE INFORMATION

WWW.CALTRAIN.COM



2040 Station Demand: Top 12

Weekday Boardings				
Station	Existing	Baseline Growth	Moderate Growth	High Growth
4 th & King	15,200	20,600	23,800	27,300
Salesforce Transit Center	0	21,600	26,800	25,000
Palo Alto	7,400	14,900	15,700	18,000
Mountain View	4,500	11,700	12,700	14,100
San Jose	4,700	11,100	12,000	13,400
Sunnyvale	3,300	7,700	10,000	11,700
Redwood City	3,900	8,300	9,400	11,500
Hillsdale	3,000	8,400	9,000	10,400
22 nd Street	1,700	5,800	7,100	9,500
Millbrae	3,400	8,900	7,900	8,100
Lawrence	900	5,400	4,700	6,100
South San Francisco	500	2,100	5,500	5,600

Notes:

- *Excludes capacity constraining.*
- *San Francisco ridership may vary depending on location of 22nd Street station and Salesforce Transit Center surcharge. Future SFCHAMP modeling may better inform intra-SF ridership demand.*



2040 Station Demand: Largest Gains

Weekday Boardings – 2040 High Growth vs. Existing				
Station	Existing	2040 High Growth	Change	% Change
Capitol	55	1,700	1,600	2,909%
Blossom Hill	107	2,600	2,500	2,336%
Bayshore	240	3,200	3,000	1,250%
South San Francisco	496	5,600	5,100	1,028%
Hayward Park	376	2,900	2,500	665%
Lawrence	907	6,100	5,200	573%
22nd St	1,687	9,500	7,800	462%
Morgan Hill	181	900	700	387%
Gilroy	173	700	600	347%
Tamien	1,264	5,100	3,900	309%
Hillsdale	2,963	10,400	7,500	253%
San Antonio	904	3,000	2,100	232%

Notes:

- Excludes Salesforce Transit Center.
- 22nd Street Station ridership may vary depending on station location and Salesforce Transit Center surcharge.



2040 County to County Demand

Daily County to County Ridership Demand				
County OD Pair	Existing	Baseline Growth	Moderate Growth	High Growth
San Francisco-San Mateo	11,500	36,500	37,200	37,700
San Francisco-Santa Clara	22,600	57,400	71,200	74,800
San Mateo-Santa Clara	15,800	29,700	35,500	46,400
Within San Francisco	100	4,400	7,000	7,100
Within San Mateo	4,900	13,300	11,900	16,000
Within Santa Clara	7,200	19,900	21,900	24,500

Notes:

- *Excludes capacity constraining.*
- *Future SFCHAMP modeling may better inform intra-SF ridership demand and implications of STC fare surcharge.*
- *Southern Santa Clara County stations account for 1,300 riders in Baseline Scenario, 4,800 in Moderate Scenario, and 5,900 in High Scenario*
- *HSR, Dumbarton Rail, and BART to San Jose each account for an increase of about 1,000-2,000 daily trips over existing.*

2040 Station OD Demand

Top 5 Station OD Pairs, Including Downtown San Francisco

Station-Station OD Pair	Existing	Baseline Growth	Moderate	High Growth
STC/4 th & King-Palo Alto	4,300	9,100	12,300	12,300
STC/4 th & King-Mountain View	4,100	8,100	9,300	9,200
STC/4 th & King-Sunnyvale	3,700	6,900	8,400	8,600
STC/4 th & King-San Jose	3,700	5,000	5,900	6,500
STC/4 th & King-Lawrence	500	4,600	4,700	5,200

Top 5 Station OD Pairs, Excluding Downtown San Francisco

Station-Station OD Pair	Existing	Baseline Growth	Moderate	High Growth
San Jose-Palo Alto	1,500	4,200	3,600	3,500
San Jose-Mountain View	400	2,900	3,600	3,300
Redwood City-Palo Alto	600	2,200	2,000	3,100
22 nd Street-Palo Alto	1,400	1,700	2,000	2,600
Redwood City-Hillsdale	300	1,500	2,100	2,400

Excludes capacity constraining



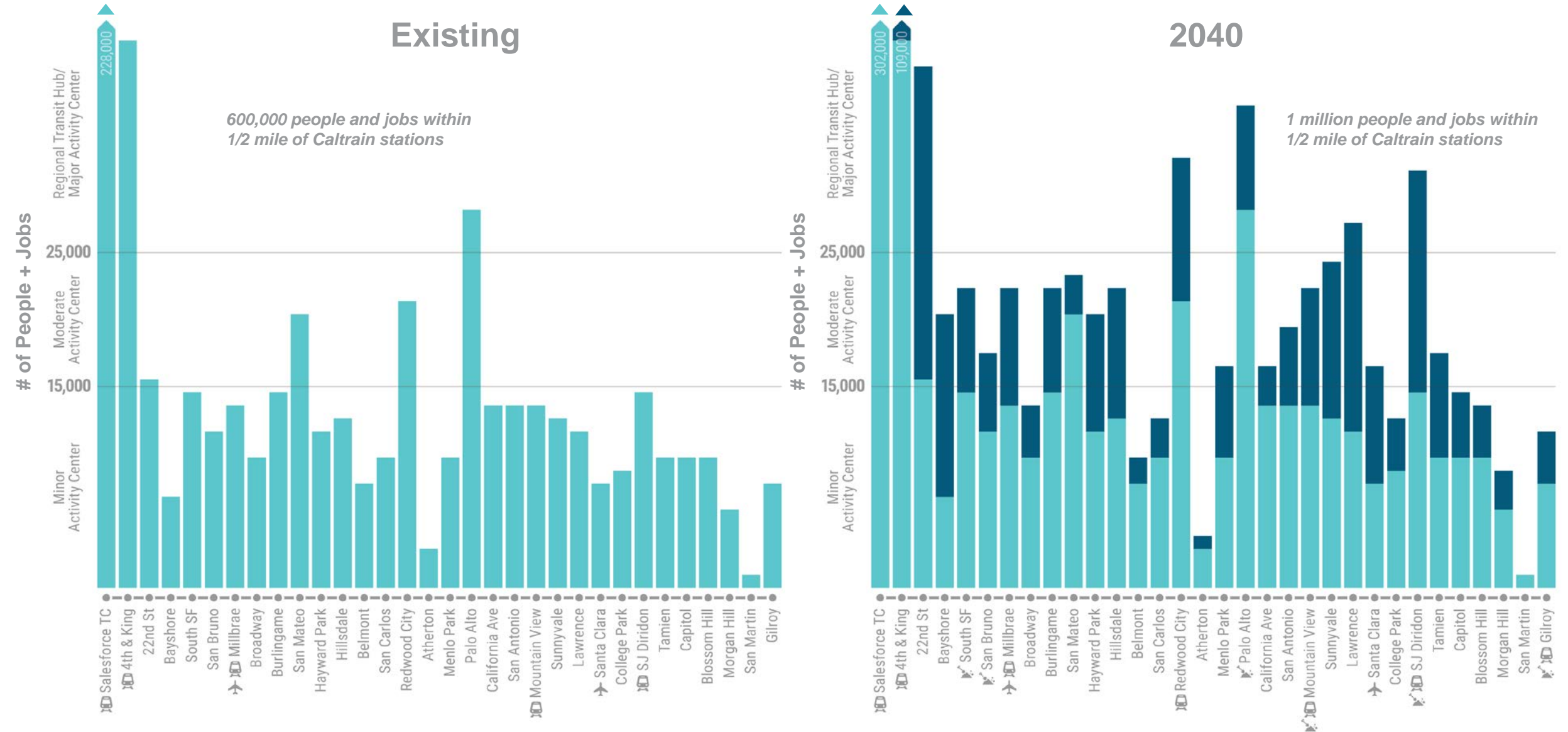
Land Use/Transportation Context: 1/2-Mile Area

Existing

600,000 people and jobs within 1/2 mile of Caltrain stations

2040

1 million people and jobs within 1/2 mile of Caltrain stations



✈ Indicates a station where substantial growth beyond Plan Bay Area forecasts is anticipated, but not yet approved

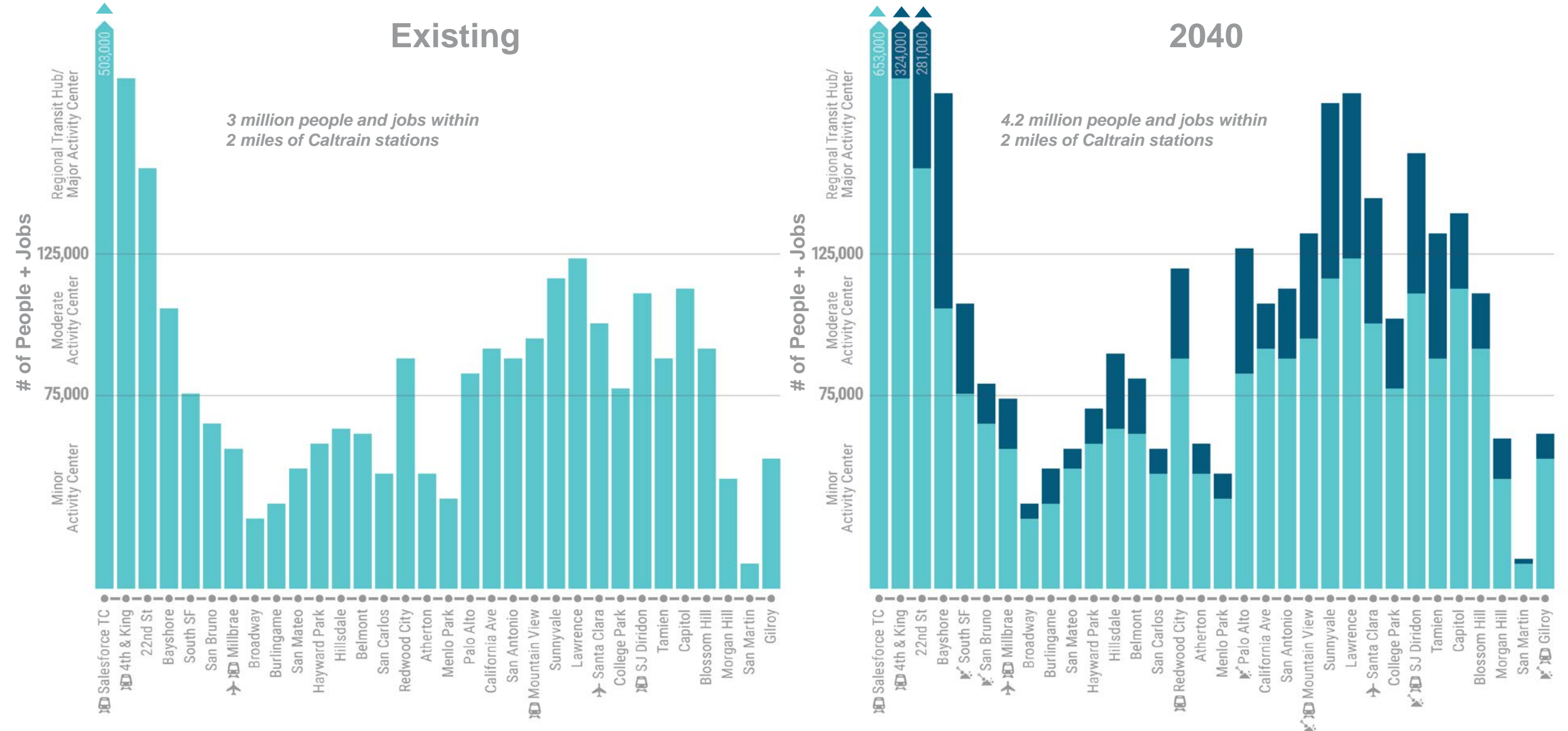
Land Use/Transportation Context: 2-Mile Area

Existing

3 million people and jobs within 2 miles of Caltrain stations

2040

4.2 million people and jobs within 2 miles of Caltrain stations



▲ Indicates a station where substantial growth beyond Plan Bay Area forecasts is anticipated, but not yet approved

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **APPROVAL OF REVISIONS TO THE JPB PROCUREMENT POLICY**

ACTION

Staff Coordinating Council recommends the Board:

1. Adopt a Resolution revising the Peninsula Corridor Joint Powers Board (JPB) Procurement Policy (Attachment "A") to make administrative updates to accurately reflect the JPB's practices as follows:
 - Section A: Emphasize the JPB's principles of ethical procurement;
 - Section C5: Change the dollar threshold at which the agency conducts informal procurements from between \$5,000 and \$150,000 to between \$10,000 and \$150,000. Procurements estimated at less than \$10,000 will require a single quote, whereas procurements greater than \$10,000 but less than \$150,000 will require three quotes;
 - Section C8: Clarify the instances under which the JPB may procure goods on the open market;
 - Section G: Clarify that protests received for contracts that are not within the Executive Director's procurement authority will first be reviewed and ruled upon by the Executive Director, or designee, with appeals of such determinations reviewed and acted upon by the Board;
 - Section H2: Clarify the Executive Director's change order authority. A table demonstrating illustrative change order authority levels is attached;
 - Section K: Consolidate and clarify language pertaining to non-competitive procurement authority; and
 - Section M1: Update the dollar thresholds related to disposition of surplus supplies, equipment and materials based on fair market value, rather than the original acquisition cost.

2. Authorize the Executive Director or his designee to update the Procurement Manual to implement the Procurement Policy revisions.

SIGNIFICANCE

Approval of this action will update the Procurement Policy to provide changes to procurement methods that guide the JPB in optimally obtaining goods and services in its day-to-day operation.

BUDGET IMPACT

Approval of this action will have no impact on operating or capital budgets.

BACKGROUND

The Board of Directors first adopted a Procurement Policy for the JPB in 2004 to provide a broad overview of the standards and methods that guide the JPB in obtaining goods and services. At that time, the Board also authorized the Executive Director to utilize the San Mateo County Transit District's (District) Procurement Manual and subsequent revisions to it. In 2010 and 2017, the Procurement Policy was amended to reflect statutory changes (AB 116 and AB 2030, respectively) that revised California Public Utilities Code Section 103222, which governs the purchase of supplies, equipment and materials by the District. The District's Board of Directors will consider approving many of the updates included in this staff report to the District's Procurement Policy at its April 3, 2019 meeting.

Prepared by: Julie Taylor, Director, Contracts and Procurement

650.622.7860

Procurement Policy Staff Report Exhibit

The change order authority/contingency level in standard contracts is established as 10% of total contract value or \$150,000, whichever is greater. Other Board approved percentages or a fixed amount can also be approved. Below are examples of how different percentages apply to various contract amounts.

Amount of Board Awarded Contract	Board Specific Change Order/Contingency	Amount of Change Order Authority/Contingency	Total Amount of Contract
\$500,000	10%	\$50,000	\$550,000
\$500,000	15%	\$75,000	\$575,000
\$500,000	None specified	\$150,000	\$650,000
\$500,000	Fixed Amount of \$200,000	\$200,000	\$700,000
\$1,000,000	10%	\$100,000	\$1,100,000
\$1,000,000	15%	\$150,000	\$1,150,000
\$1,000,000	None specified	\$150,000	\$1,500,000
\$1,000,000	Fixed Amount of \$450,000	Fixed Amount of \$450,000	\$1,450,000
\$2,000,000	10%	\$200,000	\$1,200,000
\$2,000,000	15%	\$300,000	\$2,300,000
\$2,000,000	None specified	\$200,000	\$2,200,000
\$2,000,000	Fixed Amount of \$500,000	\$500,000	\$2,500,000

RESOLUTION NO. 2019 -

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

ADOPTING REVISED PROCUREMENT POLICY

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is organized pursuant to Government Code Section 6500 et seq. and is comprised of three member agencies, the City and County of San Francisco, the Santa Clara Valley Transportation Authority, and the San Mateo County Transit District (District); and

WHEREAS, the JPB has an obligation to establish an efficient procurement process that protects the public investment, and that is transparent, consistent, and treats all vendors equally; and

WHEREAS, the District is the managing agency for the JPB and provides all procurement support functions for the acquisition of such property, facilities, equipment, materials, supplies, and services as may be deemed necessary to carry out the JPB's duties; and

WHEREAS, on June 3, 2004, the JPB Board (1) adopted a Procurement Policy that mirrored that of the District, (2) authorized the Executive Director to implement the JPB's Procurement Policy by utilizing the Procurement Manual developed by the District, and (3) authorized the Executive Director to approve subsequent revisions to the Procurement Manual made in accordance with the Procurement Policy; and

WHEREAS, on April 3, 2019, the District updated its procurement policy; and

WHEREAS, because the District is the managing agency for the JPB, it is appropriate to similarly modify the JPB's Procurement Policy to conform to that of the District, while at the same time promoting the greatest economy and efficiency to the JPB, and maintaining appropriate safeguards to preserve fairness and accountability

in all of the JPB's procurement activities; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the JPB revise its Procurement Policy to make administrative revisions as set forth above and as shown in the Procurement Policy attached hereto.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the revised Procurement Policy attached to this Resolution as Attachment A, which gives effect to the revisions recommended by staff, with the understanding that the Executive Director is authorized to take further actions as may be necessary to give effect to the restated Procurement Policy.

Regularly passed and adopted this 4th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, Peninsula Corridor Joint Powers Board

JPB Secretary

ATTACHMENT A

**PROCUREMENT POLICY
PENINSULA CORRIDOR JOINT POWERS BOARD**

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The Peninsula Corridor Joint Powers Board (“JPB”) is organized pursuant to the Government Code Section 6500, *et seq.* and comprised of three member agencies, the City and County of San Francisco, the Santa Clara Valley Transportation Authority, and the San Mateo County Transit District (“District”). The District provides personnel, administrative, and operational support for the JPB and District staff generally provides all procurement support functions for both agencies in order to acquire such property, facilities, equipment, materials, supplies and services as may be deemed necessary to carry out their duties. The procedures governing procurements of the JPB derive from state law and federal law. By accepting state and federal funding, the JPB is also obligated to comply with certain regulations in its procurement of goods and services. More specifically, certain standards, regulations, and other requirements for grants to local governments issued by the United States Department of Transportation apply to the JPB in connection with contracts financed in whole or in part with federal funds. In the event of a conflict between the JPB’s Procurement Policy and state or federal law, such state or federal law shall supersede this Procurement Policy.

This Procurement Policy provides a broad overview of the standards and methods which will guide the JPB in obtaining goods and services. Wherever in this Procurement Policy the Executive Director is designated authority, such authority shall be understood to include the designee of the Executive Director.

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A. Fundamental Principles of Ethical Procurement

The JPB’s Procurement Policy and procurement practices reflect its commitment to fundamental principles of ethical procurement, which are as follows:~~is guided by seven fundamental principles to:~~

1. Foster maximum open and free competition for JPB Contracts;
2. Promote the greatest economy and efficiency in JPB procurements;
3. Ensure adherence to proper standards of conduct by JPB board members, officers and employees;
4. Maintain procurement policies and procedures that guarantee compliance with applicable state and federal laws and regulations;
5. Establish and maintain an arm's length relationship with all Contractors;
6. Treat all prospective Contractors, Consultants, and vendors, including Disadvantaged Business Enterprises (“DBEs”) and small businesses, in an equal and equitable manner; and
7. Provide guidance for remedy and resolution of Contract claims or disputes.

Based on these fundamental principles of ethical procurement and the general standards of public sector procurement, the following set of procurement and contracting policies have been developed.

B. Conflicts of Interest

No director, officer, employee or agent of the JPB shall participate in any procedure, tasks, or decisions relative to initiation, evaluation, award, or administration of a contract if a conflict of interest, real or apparent, exists. Such a conflict of interest arises when (a) the director, officer, employee or agent, (b) any member of his or her immediate family, (c) his or her business associate, or (d) an organization which employs, or which is about to employ, any of the above described individuals has a financial or other interest in a firm that participates in a JPB procurement process or that is selected for an award. The standards governing the determination as to whether such an interest exists are set forth in the Political Reform Act (Section 81000 *et seq.* of the California Government Code) and in Sections 1090, 1091, and 1091.5 of the California Government Code.

C. Methods of Procurement

1. All purchases and contracts, whether by informal bidding, formal bidding or proposals, shall be made on a competitive basis to the greatest extent practicable.
2. The method of procurement, such as small purchases, informal bids or proposals, formal competitive bidding, requests for proposals, etc., shall be appropriate for the type of project or procurement and shall be in the best interest of the JPB.
3. Formal competitive bidding must be used for construction, repair, maintenance, alteration, and similar work whenever the estimated expenditure for such work exceeds \$10,000 or more. Alternative methods of procurement, such as a design build approach, may be utilized if authorized by state law and in full compliance with all applicable requirements.
4. Formal competitive bidding should be used when purchasing equipment, supplies, services, or materials over \$150,000, but a “best value” approach may be used in circumstances where it is determined to be in the best interest of the JPB. “Best value” means a process in which the overall combination of quality, price, and other elements such as reliability, standardization, vendor qualifications, warranty, life cycle costs, and sustainability issues are considered together to determine which proposal provides the greatest overall benefit to the JPB. On a case by case basis, and in particular when a procurement involves a combination of goods and services, the JPB Procurement Office, in consultation with the Project Manager or the department issuing the solicitation, shall make the determination of whether a “best value” approach is in the best interest of the JPB. In such circumstances, the determination will be documented in writing and a formal competitive proposal process will be utilized.
5. An informal procurement method may be utilized for the purchase of materials, equipment or supplies when the estimated expenditure is between \$510,000 and

\$150,000. To the extent practicable, such a method shall involve obtaining a minimum of three quotations, either written or oral, that permit prices and other terms to be compared. The JPB will undertake adequate outreach to ensure open and free competition, and that small businesses, including Disadvantaged Business Enterprises are afforded opportunities to submit quotations. To the extent practicable, the JPB will strive to obtain at least one of the minimum of three quotations from a small business. The JPB will utilize interested vendors based upon a review of trade sources, lists of certified DBEs and small businesses that have registered with the State, and vendors that have registered with the JPB to receive notice of contract opportunities. When appropriate to ensure satisfaction of the Fundamental Principles set forth in Section A of this Policy, such solicitations shall be advertised by the JPB. The JPB's informal bidding procedures using a lowest responsible bidder standard for bid comparison will serve as the typical standard on which to base the purchase of materials, equipment, or supplies, unless it is determined in writing that it is in the JPB's best interest to apply a "best value" approach, in which event, qualitative factors such as those set forth in paragraph C.4. above, in addition to price may be considered in making an award.

6. Formal competitive proposals, which consider and evaluate factors in addition to price, will be used to retain professional and non-professional services when the estimated expenditure exceeds \$150,000. Specialized State and federal laws will apply to the procurement of architectural and engineering services as defined by applicable laws and regulations, regardless of the estimated expenditure.
7. The use of appropriate intergovernmental and cooperative agreements is encouraged in order to reduce duplicative effort and to achieve cost economies.
8. The JPB may purchase items on the open market under the following conditions: (a)(i) if the JPB rejects bids received in connection with a procurement of materials, supplies and equipment requiring formal competitive bidding, and (ii) the Board of Directors determines and declares by a two-thirds vote of all its members that in its opinion the supplies, equipment and materials may be purchased at a lower price in the open market; or (b) if the Board of Directors, or the Executive Director, within the Executive Director's procurement authority, has exercised discretion to waive the competitive process when permissible under applicable law and consistent with the fundamental principles of procurement set forth in this Policy, or (c) if no bids or proposals are received in response to a formal solicitation and market research indicates another procurement for the supplies, equipment, services and materials will not render a different outcome. See Public Utilities Code §103223 and Section ~~L-K~~ "Discretion to Waive the Competitive Process" set forth below.

D. Procurement Documentation and Consideration of Bids and Proposals

1. Formal competitive bidding requires preparation of bid documents that clearly set forth all requirements which must be fulfilled in order for the bid to be

responsive, advertisement in accordance with the law, and, once bids are received, an award, if made, to the lowest responsive and responsible bidder.

2. Formal competitive proposals, including the “best value” approach, require issuance of Requests for Proposals, which clearly set forth all the requirements, and state the qualitative factors, in addition to price, which will be used to evaluate and rank the Proposals. An award, if made, will be to the proposer receiving the highest consensus ranking, subject to successful negotiations with the JPB.
3. Any and all bids or proposals may be rejected by the JPB if it is in the JPB’s best interest to do so.
4. The JPB may only contract with persons, firms or entities that are qualified and possess the ability to perform successfully under the terms and conditions of the proposed procurement.

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E. Execution of Contract Documents

1. All JPB contracts and amendments will be in writing and executed prior to beginning performance under the contract.
2. The Executive Director may execute all contracts on behalf of the JPB that are duly approved within the Executive Director’s authority. The ~~President~~ Chairperson of the Board of Directors will sign contracts and leases that require approval by the Board, unless otherwise delegated to the Executive Director.

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F. Disadvantaged Business Enterprise Program

The JPB is committed to a Disadvantaged Business Enterprise (“DBE”) Program for DBE participation in JPB contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, effective June 22, 2001, as may be amended. It is the policy of the JPB to ensure nondiscrimination on the basis of race, color, sex or national origin in the award and administration of U.S. Department of Transportation assisted and JPB contracts. It is the intention of the JPB to create a level playing field on which DBEs can compete fairly for contracts and subcontracts to provide the JPB’s public works, supplies, equipment, materials and services.

G. Protest Procedures

Bidders may protest contracts that are let through informal bidding, formal competitive bidding or competitive negotiations. The Executive Director, or designee, is authorized to review and ~~determine rule upon~~ protests concerning contracts awarded within the Executive Director’s procurement authority.

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~~Bid p~~Protests for ~~all other~~ contracts not within the Executive Director’s procurement authority will first be reviewed and ruled upon by the Executive Director, or designee. Appeals of such determinations will be reviewed and acted upon by the Board of Directors upon recommendation

by the Executive Director and the General Counsel. All protests will be processed in accordance with the written procedures set forth in the Procurement Manual.

H. Executive Director's Procurement Authority

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1. The Executive Director is authorized to purchase supplies, equipment and materials and to arrange for work in a manner consistent with this Procurement Policy and written procedures as may be developed from time to time. The Executive Director is authorized to execute agreements and expend funds for procurements and activities included within the JPB's approved annual budget as follows: (1) up to \$150,000 for equipment, supplies, materials, or services and (2) up to \$10,000 for public works.
2. The Executive Director is authorized to modify and otherwise administer all contracts on behalf of the JPB. For all contracts, the Executive Director is authorized to issue contract change orders or amendments within any Board approved contingency. If the Board does not establish a contingency ~~or in the event the contingency is exhausted~~, the Executive Director is authorized to issue contract change orders or amendments up to \$150,000 or up to 10% (cumulative) ~~of the Contract Amount~~, whichever is greater. ~~The Contract Amount shall equal the base amount of the contract, supplemented by (a) the amount of any exercised options, (b) the amount of any Board authorized contingency, and (c) the amount of any previously Board approved amendments or change orders.~~ Calculation of the change order/amendment contingency authority (whether 10% or other percentage established by the Board) shall be based on the sum of those amounts specifically approved by the Board as follows: (1) the original contract amount, plus (2) any Board-exercised or approved options, plus (3) any Board-approved amendments.
3. The Executive Director is authorized to designate staff to oversee and monitor procurements and may delegate this contracting authority, which must be in writing, documented by the Director of Contracts and Procurement, and must specify defined monetary limits.
4. For award of contracts for materials, supplies and equipment or services over \$150,000, Board approval is required. For award of public works contracts over \$10,000, Board approval is required. The Board delegates to the Executive Director the signature authority for all such contracts for the purchase/lease of equipment, supplies, materials, and the procurement of services and public works.

I. Emergency Contracts

For procurements requiring competitive bidding and/or Board approval, in case of any sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services, the Board hereby designates the Executive Director to take all necessary and proper measures in emergency conditions to maintain the JPB's systems in operation. The Board also grants the Executive Director the authority to determine that there is insufficient time for competitive

bidding and that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, or property. If the Executive Director makes such a determination, the Executive Director may expend or enter into a contract involving the expenditure of any sum needed in such emergency without observance of the provisions requiring contracts, bids or notice. The Executive Director shall promptly report on the reasons and necessity for proceeding without a competitive solicitation for bids to the Board of Directors at the next available meeting, provided that the Executive Director reports to the Board no later than 14 days after ~~the Executive Director takes~~ing such emergency action. Upon hearing the Executive Director's report, the Board shall determine, by a four-fifths vote, whether or not there is a need to continue the emergency action. The Board shall continue to evaluate the emergency action, determining whether or not the emergency procurement is still required, at every regularly scheduled meeting thereafter until the action is terminated. See Public Contract Code §§ 20331 and 22050.

J. Sole Source

~~Regardless of the estimated cost of the procurement, the JPB is not required to engage in the competitive bidding process when procuring materials, equipment, supplies or services for which there exists only a sole source of supply. If more than one distributor of a product is available, the product is not exempt from competitive bidding as a sole source. A sole source decision is not permitted merely upon the grounds that the source demonstrates technical or administrative superiority, is the most convenient, or shows superior performance potential at lower costs. In all cases, the JPB must verify that the particular procurement meets the definition of a sole source and the JPB must perform a cost or price analysis to determine the fairness and reasonableness of the price of the sole source. The sole source determination will be reviewed by the Director of Contracts and Procurement in consultation with legal staff, as needed.~~

K.J. Cooperative Purchasing Agreements

To foster greater economy and efficiency, the JPB may avail itself of state and local intergovernmental agreements for procurement or use of common goods and services. Joint procurements, state cooperative purchasing programs, and assignment of existing contract rights ("piggyback" procurements) with other public agencies may be used when consistent with applicable state and federal statutory or grant requirements.

L.K. Discretion to Waive the Competitive Process

The Board of Directors or the Executive Director in the case of procurements within the Executive Director's procurement authority may waive the requirements for formal competitive bidding or other procedures set forth in this Policy when (1) permissible under applicable law, when (2) a determination is made that the best interests of the JPB are served thereby, and provided there is adequate documentation of the need for such material, supplies, equipment, public works or services; and (3) a determination is made that following competitive procedures would be unavailing and not in furtherance of the purposes of the competitive bidding statutes and the JPB's Procurement Policy. These circumstances shall be evaluated on a case-by-case basis, in consultation with the legal staff, keeping in mind the Fundamental Principles of Ethical Procurement set forth in this Policy. The findings justifying the waiver must be documented in the record.

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Regardless of the estimated cost of the procurement, the District is not required to engage in the competitive bidding process when procuring materials, equipment, supplies or services for which there exists only a sole source of supply. If more than one distributor of a product or service is available, the product or service is not exempt from competitive bidding as a sole source, but may be exempt from competitive bidding as a single source with appropriate justification. A sole source decision is not permitted merely upon the grounds that the source demonstrates technical or administrative superiority, is the most convenient, or shows superior performance potential at lower costs. In all cases, staff must verify that the particular procurement meets the definition of a single or sole source, and a cost or price analysis must be performed to determine the fairness and reasonableness of the price. The single or sole source findings will be reviewed by the Director of Contracts in consultation with legal staff, as needed. A written determination of the findings will be provided to the requestor for inclusion in the contract record.

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M.L. Contract Administration

The JPB shall administer all contracts to ensure that contractors conform with the terms, conditions, and specifications of all contracts and to ensure all purchases are received in a timely manner. Contract administration files shall contain documentation concerning the solicitation, contract costs, modifications and final disposition. All significant formal and informal communications on all contracts must be committed to written memoranda and promptly included in the contract file.

N.M. Disposal of Surplus Property

1. The Director of Contracts and Procurement shall ~~determine~~ approve the manner of disposition of surplus supplies, equipment and materials ~~whose original acquisition cost does not exceed \$50,000. The Executive Director shall determine the manner of disposition of surplus supplies, equipment and materials whose original acquisition cost exceeds \$50,000 but is less than \$150,000.~~ The Board of Directors shall approve the disposition of any item having ~~an original acquisition cost~~ a fair market value greater than \$150,000. In all cases, disposition or sale of rolling stock shall require approval of the Board. In the event the surplus item to be disposed of was purchased with federal funds, the JPB will comply with federal disposition requirements.
2. The method of sale or disposition of any surplus or scrap items shall depend upon the nature of the items. Such methods shall include: (1) transfer or sale to other public agencies, (2) trade-in as part of a new procurement, (3) sale by auction, advertisement for sealed bids, or negotiation, or (4) where appropriate, proper recycling, donation to a non-profit agency, or disposal.

Ø.N. Revenue Generating Contracts/Concessions

To the extent they are not otherwise governed by JPB policies, concession agreements are contracts where the JPB grants permission to use JPB facilities or property to vendors to sell products or services, for which the JPB receives a percentage of the proceeds and/or a flat rate of compensation. Generally, these arrangements are at no direct cost to the JPB.

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Where it is determined that a number of potential vendors are available to provide similar products or services, a competitive negotiations procedure should be followed, and award made to the highest ranked proposer, taking into consideration the economic return to the JPB, quality of the product, service and experience of the vendor.

The Board of Directors shall approve revenue generating/concessions contracts that exceed \$150,000 in value.

P.O. Implementation

This Policy sets forth the standards and methods to be followed by the JPB in obtaining goods, ~~materials, equipment~~ and services. Since 2004, the JPB has had in place ~~a Board~~ ~~has adopted~~ a Procurement Manual that sets forth implementing guidelines and procedures consistent with applicable law, best procurement practices, and the Procurement Policy. The Executive Director shall have the authority to maintain and update as necessary the Procurement Manual to give effect to this Policy and may make subsequent revisions if necessary to implement changes in applicable laws and regulations and best procurement practices such as FTA Best Practices Procurement Manual, Caltrans Local Assistance Procedures Manual, American Public Transit Association guidelines and standards, or other well accepted external references. Changes that represent a deviation from this Policy must be approved by the Board of Directors. All JPB staff with responsibility for procurement activities shall be trained in, and adhere to, this Policy and the Procurement Manual.

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Revised: Resolution No. 2019- April 4, 2019

Revised: Resolution No. 2017-11	March 2, 2017
Revised: Resolution No. 2010-11	February 4, 2010
Adopted: Resolution No. 2004-17	June 3, 2004

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

Seamus Murphy
Chief Communications Officer

SUBJECT: **AWARD OF CONTRACT FOR STATE LEGISLATIVE ADVOCACY SERVICES**

ACTION

Staff Coordinating Council recommends the Board:

1. Award a contract to Shaw/Yoder/Antwih, Inc. (Shaw/Yoder) of Sacramento, California, for a not-to-exceed amount of \$560,000, at fixed monthly and hourly labor rates, to provide state legislative advocacy services for a five-year two-month term.
2. Authorize the Executive Director, or designee, to execute a contract in full conformity with the terms and conditions of the solicitation documents in a form approved by legal counsel.

SIGNIFICANCE

Award of a contract to Shaw/Yoder will provide the Peninsula Corridor Joint Powers Board (JPB) with the services of a well-qualified, professional advocacy firm. Shaw/Yoder possesses complementary skills, in-depth knowledge and broad legislative networks to meet the JPB's complex state advocacy interests, goals, and priorities. This firm has a long-standing track record of strong advocacy on behalf of the JPB.

BUDGET IMPACT

Funding for these services will be available under approved and future operating budgets.

BACKGROUND

Staff determined that a joint solicitation with the San Mateo County Transportation Authority (TA) and San Mateo County Transit District (District) was a cost-effective approach to procuring such services. A Request for Proposals (RFP) was issued detailing the scope of services. The solicitation was advertised in an advocacy-focused print and online newspaper and on the agency's procurement website. Also, the solicitation was advertised to attract Disadvantaged and Small Business Enterprise (D/SBE) certified firms. Of the two firms that submitted proposals, one was a certified Small Business Enterprise and received the full five preference points available to be awarded during proposal evaluation.

An Evaluation Committee (Committee), comprised of qualified staff from Government & Community Affairs and Grants & Fund Programming and one outside expert with experience in community and legislative advocacy for public transit agencies, reviewed and ranked proposals according to the following weighted criteria set forth in the RFP:

- Qualifications and Experience of Firm 35 points
- Qualifications and Experience of Primary Lobbyist and Key Personnel 30 points
- Approach to Scope of Services 15 points
- Cost Proposal 20 points
- Small Business Enterprise (SBE) Preference 5 points

After review, evaluation, and initial scoring of proposals, both firms were found to be in the competitive range. Both are qualified with established consultants that have extensive experience working for one or more of the three agencies. Therefore, the Committee determined oral interviews would not be necessary. As allowed under the RFP, the agencies have discretion to award contracts by agency and firm; the Committee recommends an award to Shaw/Yoder for both the JPB and District, and an award to Khouri Consulting for the TA. Staff successfully negotiated contract terms and conditions, including price, with each of the highest ranked firms and determined the prices to be fair, reasonable, and consistent with those currently paid by the agencies.

Shaw/Yoder has developed state legislative advocacy practices that would allow its expertise and resources to be leveraged on multiple fronts on behalf of the JPB and its interests in Sacramento. Shaw/Yoder's successful advocacy revolves around accessing information and ensuring the flow of information between the JPB, State agencies, and important decision-makers. The personnel assigned to the JPB's account have developed strong relationships with State legislators representing the JPB's service area, key Senate and Assembly transportation committee leaders and staff members, and transportation policymakers in the executive branch. The overall team configuration and resource allocation strategy presented in the proposal would ensure an efficient and proactive response to the JPB's legislative advocacy needs in ways that are more likely to achieve positive outcomes. Key personnel assigned to the JPB's account have a proven track record of delivering policy and funding priorities for the JPB.

The background of this firm demonstrates that they have the requisite depth of knowledge and experience in policy and legislative advocacy services to effectively promote the JPB's transportation priorities. Staff, therefore, recommends award of a contract to Shaw/Yoder.

Shaw/Yoder currently provides state legislative advocacy services for the JPB. The value of the current contract is \$402,974 for a five-year term. The contract expires end of March 2019.

Procurement Administrator III:	Jillian Ragia	650.508.7767
Project Manager:	Casey Fromson, Director, Government & Community Affairs	650.508.6493

RESOLUTION NO. 2019-

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

AWARDING A CONTRACT TO SHAW/YODER/ANTWIH, INC.
TO PROVIDE STATE LEGISLATIVE ADVOCACY SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$560,000 FOR A FIVE-YEAR TWO-MONTH TERM

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) issued a Request for Proposals (RFP) for state legislative advocacy services; and

WHEREAS, in response to the RFP, the JPB received two proposals; and

WHEREAS, an Evaluation Committee (Committee) evaluated, scored and ranked all the proposals according to the qualifications-based evaluation criteria set forth in the RFP, and determined that all firms were in the competitive range; and

WHEREAS, the Committee determined that Shaw/Yoder/Antwih, Inc. (Shaw/Yoder), of Sacramento, California, possesses the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents, and has agreed to perform the specified services at fair and reasonable prices; and

WHEREAS, staff and legal counsel have reviewed Shaw/Yoder's proposal and determined that it complies with the requirements of the solicitation documents; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board of Directors award a contract to Shaw/Yoder for state legislative advocacy services for a not-to-exceed amount of \$560,000 at fixed monthly and hourly labor rates for a five-year two-month term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract for state legislative advocacy services to Shaw/Yoder/Antwih, Inc. for a not-to-exceed amount of \$560,000 at fixed monthly and hourly labor rates for a five-year two-month term; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute a contract on behalf of the JPB with Shaw/Yoder in full conformity with all of the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

Seamus Murphy
Chief Communications Officer

SUBJECT: **AWARD OF CONTRACT FOR FEDERAL LEGISLATIVE ADVOCACY SERVICES**

ACTION

Staff Coordinating Council recommends the Board:

1. Award a contract to Holland & Knight, LLP (Holland & Knight) of Washington, D.C., for a not-to-exceed amount of \$330,000, at fixed monthly and hourly labor rates, to provide federal legislative advocacy services for a five-year term.
2. Authorize the Executive Director, or designee, to execute a contract in full conformity with the terms and conditions of the solicitation documents in a form approved by legal counsel.

SIGNIFICANCE

Award of this contract will provide the Peninsula Corridor Joint Powers Board (JPB) with the services of a well-qualified, professional advocacy firm that will ensure that the JPB's interests, goals, and priorities are advanced at the federal level. The firm has a dedicated public policy and regulation practice that has represented public transportation clients since 1982.

BUDGET IMPACT

Funding for these services will be available under approved and future operating budgets.

BACKGROUND

Staff determined that a joint solicitation with the San Mateo County Transportation Authority (TA) and San Mateo County Transit District (District) was a cost-effective approach to procuring such services. A Request for Proposals (RFP) was issued detailing the scope of services. The solicitation was advertised in an advocacy-focused print and online newspaper located in Washington, D.C. and on the agency's procurement website. Also, the solicitation was advertised to attract Disadvantaged and Small Business Enterprise (D/SBE) certified firms. Of the three firms that submitted proposals, one was a certified Small Business Enterprise and received the full five preference points available to be awarded during proposal evaluation.

An Evaluation Committee (Committee), comprised of qualified staff from Government & Community Affairs and Grants & Fund Programming and one outside expert with experience in community and legislative advocacy for public transit agencies, reviewed and ranked proposals according to the following weighted criteria set forth in the RFP:

- Qualifications and Experience of Firm 35 points
- Qualifications and Experience of Primary Lobbyist and Key Personnel 30 points
- Approach to Scope of Services 15 points
- Cost Proposal 20 points
- Small Business Enterprise (SBE) Preference 5 points

After review, evaluation, and initial scoring of proposals, two of the three firms were found to be in the competitive range. Both firms are qualified with established consultants that have extensive experience working for one or more of the three agencies. Therefore, the Committee determined oral interviews would not be necessary. As allowed under the RFP, the agencies have discretion to award contracts by agency and firm; the Committee recommends an award to Holland & Knight for both the JPB and District, and an award to Kadash & Associates for the TA. Staff successfully negotiated contract terms and conditions, including price, with each of the highest ranked firms and determined the prices to be fair, reasonable, and consistent with those currently paid by the agencies.

Holland & Knight has broad experience in the area of federal legislative advocacy services and has been recognized by peers as one of the best performing transportation practices in the nation; furthermore, it has a strong presence in the Washington, D.C. area. Key personnel assigned to the JPB's account have in-depth knowledge of relevant federal agencies, such as the Department of Transportation, and relationships with Members of Congress and key Congressional Committee staff. The firm has a proven track record with extensive experience in government relations and public transportation legislative advocacy services.

The background of this firm demonstrates that it has the requisite depth of knowledge and experience in federal policy and legislative advocacy services for the successful advocacy of the JPB's transportation priorities.

Holland & Knight currently provides federal legislative advocacy services for the JPB. The value of the contract is \$300,000 for a six-year term. The contract expires in June 2019.

Procurement Administrator III:	Jillian Ragia	650.508.7767
Project Manager:	Casey Fromson, Director, Government & Community Affairs	650.508.6493

RESOLUTION NO. 2019-

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

**AWARDING A CONTRACT TO HOLLAND & KNIGHT, LLP
TO PROVIDE FEDERAL LEGISLATIVE ADVOCACY SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$330,000 FOR A FIVE-YEAR TERM**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) issued a Request for Proposals (RFP) for federal legislative advocacy services; and

WHEREAS, in response to the RFP, the JPB received three proposals; and

WHEREAS, an Evaluation Committee (Committee) evaluated, scored and ranked all the proposals according to the qualifications-based evaluation criteria set forth in the RFP, and determined two of the three firms were in the competitive range; and

WHEREAS, the Committee has determined that Holland & Knight, LLP (Holland & Knight), of Washington, D.C., possesses the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents, and has agreed to perform the specified services at fair and reasonable prices; and

WHEREAS, staff and legal counsel have reviewed Holland & Knight's proposal and determined that it complies with the requirements of the solicitation documents; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board of Directors award a contract to Holland & Knight for federal legislative advocacy services for a not-to-exceed amount of \$330,000 at fixed monthly and hourly labor rates for a five-year term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract for federal legislative advocacy services to Holland & Knight, LLP for a not-to-exceed amount of \$330,000 at fixed monthly and hourly labor rates for a five-year term; and

BE IT FURTHER RESOLVED that the Board authorizes the Executive Director, or his designee, to execute a contract on behalf of the JPB with Holland & Knight in full conformity with all of the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**CITIZENS ADVISORY COMMITTEE (CAC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN MATEO COUNTY TRANSIT DISTRICT ADMINISTRATIVE BUILDING
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070**

MINUTES OF MARCH 20, 2019

MEMBERS PRESENT: A. Brandt, K. Burke, P. Escobar, L. Klein, C. Tucker, R. Valenciana (Vice Chair), B. Shaw (Chair)

MEMBERS ABSENT: L. Fernandez

STAFF PRESENT: J. Navarro, J. Navarrete, C. Harvey, R. Rios

Chair Brian Shaw called the meeting to order at 5:43 p.m. and led the Pledge of Allegiance.

INTRODUCTION OF NEW CAC MEMBER

Chair Brian Shaw introduced the new CAC Member, Adrian Brandt, San Mateo County Representative.

APPROVAL OF MINUTES OF FEBRUARY 20, 2019

Public Comment

Shirley Johnson, complimented the minutes from February 20, 2019, however said she misspoke and asked to correct her public comment for Agenda Item #10. Although she stated that a 7-car EMUs has about 750 seats, she would like to correct her statement to reflect that a 7-car EMU has 655 seats and 84 bike spaces. She also stated that she was correct in stating that 7-car diesel trains have over 900 seats and is why it is important to have a mixed fleet for seat capacity.

Member Adrian Brandt corrected his comment at the top of page 3 of the February 20, 2019 minutes and informed the committee that there is a Stanford in the Redwood City campus that is now under development and can be seen from highway 101.

An update was made to Adrian's Public Comment.

The amended draft of Meeting Minutes for February 20th was approved.

Motion/Second: Burke / Klein

Ayes: Brandt, Tucker, Valenciana, Shaw

Absent: Escobar, Fernandez

PUBLIC COMMENTS

Shirley Johnson, San Francisco, requested the help from the Committee regarding the change of Caltrain's comment policy. She stated that the public is no longer permitted to display slides during meetings. She requested the committee to reach out to the JPB and request that the public be allowed to present slides to better get their point across. Shirley provided the committee a copy of a slide with a graph that represents an increase in weekday boarding as per Caltrain Annual Passenger Counts. She stated that Walk-on boarding linearly increased due to those passengers allowed to stand on the train, while bike boarding dropped due to bike passengers being bumped when bike capacity was maxed out. Shirley stated that this has caused Caltrain to lose ridership and \$3M in ticket revenue in 2018 due to maxed out bike capacity. Shirley said that this is a big concern, however the good news is that with the 7-car EMU trains (with the 84 bike spaces, a nominal increase over the current 77 bike spaces), the one more train per hour, and the wayside improvements, Caltrain will be able to bring that ticket revenue back.

Jeff Carter, Millbrae, said that the new slide policy is unusual and requested staff to provide the reasoning for the policy change. Jeff Carter welcomed new Committee Member Adrian Brandt and hopes to explore point to point pricing as it would make the fares more equitable and may encourage more people to ride Caltrain, especially low income riders. Jeff provided the committee a copy of his comments made to the Board at the March 7th Board meeting. Jeff expressed his concern with Caltrain not counting weekend ridership, in the midst of reevaluating ridership calculation. He said it is important to know the weekend information, despite the tunnel shutdown, in order to calculate more accurate ridership.

Vincent De Martel, Palo Alto, requested staff to provide their proposal prior to the joint CAC/BAC workshop to be held on April 17, 2019 as it would encourage a productive meeting. Vincent stated that he is concerned that there may be an impression, from the general public, that Caltrain is biased against bike users. He provided the committee with a copy of a tweet. Vincent stated that in order to have a peaceful and productive workshop, Caltrain should disclose their proposals ahead of time.

Doug Delong, Mountain View, stated his concern with the three derailments that occurred near the San Jose station. He said that he noticed that the main track three switch for the two to three crossover has been removed subsequently. He stated that because these derailments occurred in approximately the same location, it suggests that there was inadequate or incompetent inspection after the first derailment. He hopes that this situation is getting high level management attention.

CHAIRPERSON'S REPORT

Chair Brian Shaw reported that the Joint CAC/BAC Bike Workshop on Electric Train Configuration is tentatively scheduled for next month, April 17, 2019 in conjunction with the JPB CAC meeting. The CAC will take care of CAC business at the beginning of the meeting, for example the approval of the meeting minutes, and the remaining of the meeting will be devoted to the workshop.

COMMITTEE COMMENTS

Member Cat Tucker stated that the needs of all riders need to be balanced from one end of the line to the other. Additionally, Cat requested staff to address the weekend count concern. Joe Navarro, Deputy Chief, Rail Operations, advised that counts are being made every weekend during the bus bridge from Bayshore to San Francisco and back. Lastly, Cat requested staff to address the derailments in a future staff report.

Member Larry Klein also requested more information on the three derailments that occurred earlier that month.

Member Adrian Brandt, requested staff to provide further information on the new policy of not allowing the public to provide slides during public comment. He also agreed with the public request for staff to publish proposals ahead of the Bike Workshop and suggested to post the proposals on the Caltrain website. Lastly, Adrian also requested further information on the three derailments.

Member Kevin Burke requested the JPB CAC meetings to mirror the flow of the JPB Board meetings where staff presents, then allow for public comment and lastly input from the committee so that committee questions/comments incorporate public comments. Member Cat Tucker advised that changing the order of the meetings need to be agendized. Chair Brian Shaw requested staff to review the procedure for changing the Agenda order of the meeting. Kevin also mentioned that there is a project to reconstruct the Dumbarton Rail Bridge to connect the Peninsula to the East Bay. He provided the website, www.CrossBayTransit.com for anyone that would like further information. Lastly, Member Burke requested staff to look at the placement of the Clipper Reader Machines at Millbrae. He stated that it would make the connection from Caltrain to BART easier. He also suggested having a departure board with BART schedule so that the rider can easily identify the connection.

Member Paul Escobar arrived at 5:58 pm.

Member Paul Escobar requested staff to provide a list of pedestrian gate improvement projects slated to happen along the corridor.

Chair Brian Shaw requested staff to add an agenda item to the work plan. He requested a staff report on the recent train derailments to be agendized. This will help disclose the facts to the public after the investigation of those derailments.

LEGISLATIVE UPDATE

Presentation rescheduled for a later JPB CAC meeting. (TBD)

CUSTOMER EXPERIENCE UPDATE

Jennifer Navarrete, Customer Experience Lead, Rail Operations, presented the Customer Experience Update.

Ms. Navarrete presented the accomplishments and works in progress for Caltrain.

Accomplishments:

- Bikes Board First System Wide
 - Bikes Board First has been implemented system wide as of March 11th after two successful pilot programs in April and June of 2018 that proved to reduce dwell times.

- Proof of Payment
 - On January 4th Caltrain Fare Enforcement Ordinance was adopted by the Board
 - The new program was soft launched on July 25, 2018
 - In March, two full time Fare Enforcement Officers were hired

- Station Improvements
 - In August 2017, staff improved the Station Information Boards by:
 - Custom fitting the board which increased font size for ease of reading
 - Included station maps and a “you are here” marker for location identification
 - Caltrain has been working to further progress a uniform feel amongst all stations by replacing trash receptacles and station signage throughout the system that will promote the Caltrain brand.
 - Track signage to be improved at Diridon station platforms

- SF Giants Service
 - Working with Giants Organization and around electrification construction, staff is able to provide two express trains to Millbrae to reduce travel time for passengers
 - When staff provides these two Post-Game Extra trains, they will depart SF approximately 15 minutes and 25 minutes after the game and express to Millbrae, then make all local stops to San Jose Diridon

- Mobile Ticketing Application
 - Caltrain Mobile Ticketing Application was launched in February 2018
 - Last December, the user interface was updated, split payment Apple and Google Pay were also added for customer convenience.
 - In January, Caltrain Mobile Ticketing accounted for approximately 3.5 percent or 51,417 rides of January and 5.3 percent or \$370,219 of January 2019 Monthly Ticket Sales Revenue.
 - Caltrain is working with the vendor to provide daily parking and trip planning.

- JPB Train/ Station Evaluation
 - Approximately ten Train and Station evaluations are completed monthly to check:
 - Ride Quality
 - Train & Station Appearance

- Crew Evaluation
- Customer Experience

Work In Progress:

- Lost and Found
 - Caltrain has revised the Lost and Found procedures to enhance the customer experience so that customers have the ability to retrieve their items the same day, if found
- Sustainability Efforts
 - To further Caltrain's commitment to sustainability, at the end of 2017, Caltrain retrofit the incandescent lighting to LED lighting, at the San Carlos station
 - Pending results and with Board approval, staff is looking to change the lighting at other stations as well.
- Ticket Vending Machine (TVM)
 - Two TVM prototypes will arrive in late July for staff review
 - These TVMS will have the same features of purchasing paper tickets and purchasing parking and will include two new features, dispense clipper cards, and the ability to Add Value to clipper cards
- Grade Crossing Improvements
 - Grade Crossing Improvements is an ongoing project. Some of the improvements include
 - Installed new pedestrian gates and emergency swing gates
 - Improved sidewalk with warning tactile and guard rails
 - Installed pavement markers and markings
 - Installed new signage
 - Installed Street Medians
- F-40 Locomotive Mid-Life Overhaul
 - The F-40 Locomotive Mid-Life Overhaul Project include the overhaul of three locomotives, the 920, 921 and 922 that will be sent out to Boise, Idaho for overhaul.
 - Currently the 920 and 921 are off property. Upon the return of the 920 locomotive at the end of March, staff will ship the 922 for overhaul
- Uniforms
 - Staff is looking to enhance current staff uniforms
- Electrification progress
 - As of March 10, 2019
 - 742 foundations have been completed
 - 330 poles have been erected

- SF Hillside Clean Up
 - Staff is working on cleaning up the vegetation in San Francisco by renting a herd of goats to remove the vegetation along the San Francisco hillside, this week.

The full PowerPoint presentation can be found on www.caltrain.com

COMMITTEE COMMENTS

Member Kevin Burke asked at what stations the station information boards have been updated. Ms. Navarrete responded that all of the station boards have been updated system wide. Mr. Burke also asked whether the protocol TVMs will be compatible with Clipper 2.0. Mr. Navarro stated that the new TVMs will receive a software upgrade when Clipper 2.0 is released.

Member Paul Escobar reiterated his previous statement and would like to learn more about the continuous plans for grade crossing improvements. He also asked about the sustainability efforts and asked at what stations have the LED lighting been deployed and whether there is a reason for the Board not to approve the switch to LED lighting. Ms. Navarrete responded that the lighting at the San Carlos station has been switched to LED lighting and looking to make the switch at other stations by the end of this year, with Board approval. Mr. Navarro stated that all aspects and effects of LED lighting need to be considered prior to Board approval.

Member Adrian Brandt asked whether the LED lighting has been budgeted or whether the Board needs to approve additional budget for the LED switch. Mr. Navarro stated that for the San Carlos LED switch, staff worked with PG&E and was able to retrofit the lighting at San Carlos for a low cost. Adrian Brandt asked whether staff will continue to work with PG&E to retrofit the lighting at other stations and Mr. Navarro confirmed. Member Brandt stated that staff may be able to put together a business case because of the dramatic energy savings and also stated that LED lighting may pay for itself. Mr. Brandt also asked whether the updated station information boards include the scheduled times highlighted of the respective station. Ms. Navarrete responded that it does not. Lastly, Mr. Brandt asked whether the two full time enforcement officers are peace or civilian officers. Mr. Navarro responded that these officers are conductors with fare enforcement duties. Mr. Navarro stated that since the fare enforcement officers were deployed full time in March there has been 796 notices of violation.

Vice Chair Ricardo Valenciana, asked whether the fare inspection is evenly distributed throughout the month as some riders may forget to tag on at the beginning of the month to activate their pass. Mr. Navarro responded that fare enforcement is evenly distributed throughout the month and that Caltrain has a zero tolerance and that there is no discretion; however the rider may appeal the notice of violation and are reviewed on a case by case basis. Mr. Valenciana asked whether riders are aware of the appeal process. Mr. Navarro responded that it can be found on the notice of violation.

Member Larry Klein stated that since the grade crossing improvements are an ongoing project, he asked whether staff has a checklist to determine completion. Mr. Navarro

stated that he can provide a list of the recent improvements, a list of the 7 highest risk hazards and a list of what is needed for future improvements. With electrification and the constant warning changing, the highest priority will be placing street medians to prevent vehicles from going around the gates, said Mr. Navarro. Chair Brian Shaw requested grade crossing improvements update/plan to be added to the Work Plan.

Chair Brian Shaw said that Diridon station does not have signage indicating additional transportation options to Oakland and Sacramento from Diridon. Mr. Navarro said that staff is working with Capitol Corridor to discuss beneficial signage for both agencies.

Member Adrian Brandt advised staff that the Long Island Railroad is working with WAZE, a navigation application, to improve safety by alerting motorists, using the app, that they are approaching a grade crossing. Mr. Brandt asked staff to research whether something similar can be done in this area. Mr. Navarro said that he would look into it.

PUBLIC COMMENTS

Andy Chow, Redwood City, said that many riders feel that there is a problem with the transfer between BART and Caltrain at the Millbrae station. Andy suggested having monitors in order for Caltrain staff to make a judgement call on holding trains for BART passengers. Andy advised that Capitol Corridor is doing something similar with BART in Richmond with green light indicators.

Jeff Carter, Millbrae, stated that he is pleased to hear of the clipper card dispense feature on the new TVMs. He also stated the importance of track signage at the San Jose Diridon station. He said that it can be frustrating when a rider walks up the ramp to find out that the train is leaving from a different track. Jeff also mentioned that there is one project missing from the Customer Experience update presentation, the beautification project at 22nd ST. Lastly, Jeff requested staff to add the time on the Digital Display Destination Monitors in San Francisco.

Shirley Johnson, San Francisco, advised staff that the step-up at the South San Francisco platform is huge and it is hard when carrying a heavy bike. Member Kevin Burke said that the South San Francisco station is currently being rebuilt. Shirley thanked Mr. Joe Navarro for implementing the Bikes Board First System wide. Shirley suggested staff to consider distributing bikes amongst more cars/doors to further reduce dwell time.

STAFF REPORT UPDATE

Joe Navarro, Deputy Chief, Rail Operations, reported:

On-time Performance (OTP) –

- **February:** The February 2019 OTP was 92.3% compared to 93.7% for February 2018.
 - **Vehicle on Tracks –** There was one day, February 7 with a vehicle on the tracks that caused train delays.

- **Mechanical Delays** – In February 2019 there were 529 minutes of delay due to mechanical issues compared to 240 minutes in February 2018.
- **Trespasser Strikes** – There were two trespasser strikes on February 24 and 28.
- **January:** The January 2019 OTP was 94.4% compared to 96.2% for January 2018.
 - **Trespasser Strikes** – There were two trespasser strikes on January 11 and 30, both resulting in a fatality.

Caltrain 2019 Annual Count Survey:

- The 2019 Caltrain Annual Count Survey was completed in February. No weekend train counts were conducted due to ridership impacts from the SF Weekend Caltrain Closure. A presentation to the Board summarizing the findings is targeted for summer 2019.

Services Scheduled:

- Giants Baseball – Baseball service begins with exhibition games against the Oakland A's at Oracle Park on Monday, March 25 and Tuesday, March 26. The regular season home opener against the Tampa Bay Rays will be on Friday, April 5 at 1:35 p.m.

COMMITTEE COMMENTS:

Chair Brian Shaw asked, regarding the Mechanical Delays, whether the installation of the required PTC upgrades to the locomotives reduces the ability for normal Periodic Maintenance work as they are offsite and occupied. Mr. Navarro said that the schedule of maintenance would be an easier rotation for more contact time if the locomotives were not offsite. Chair Shaw asked for the PTC upgrade schedule. Mr. Navarro said that staff is close and will look at going to the FRA for demonstration, soon.

Member Arian Brandt advised the committee that BART is having a hard time collecting fines and that Caltrain's statistics are better with collecting fines. Mr. Navarro stated that Caltrain has collected approximately over \$200K since August of 2018.

COMMITTEE COMMENTS

Chair Brian Shaw advised that the Wi-Fi Update may be moved to a later date to allow enough time for the Joint CAC/BAC Workshop on Electric Train Configuration for bikes. In addition, Chair Shaw stated that the following will need to be scheduled:

- Legislative Update
- Report on the 3 derailments
- Update/Plan on Grade Crossing Improvements

PUBLIC COMMENTS

Shirley Johnson, San Francisco, requested staff to consider her suggestions regarding adding more seats. She suggested to:

- Remove tables in EMU to make more space for seats.
- Pack more seats closely together just as the airlines do.
- Have 3/2 seating.
- Run 8-car EMUs, instead of 7-car EMUs with 25% 7-car diesel trains, as originally planned. She stated that diesel trains have more seats than the EMUs.

DATE, TIME AND LOCATION OF NEXT REGULAR MEETING:

April 17, 2019 at 5:40 p.m., San Mateo County Transit District Administrative Building,
2nd Floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos, CA.

Adjourned at 6:57 pm



GILLIAN GILLET, CHAIR
 DAVE PINE, VICE CHAIR
 CHERYL BRINKMAN
 JEANNIE BRUINS
 CINDY CHAVEZ
 RON COLLINS
 DEVORA "DEV" DAVIS
 CHARLES STONE
 SHAMANN WALTON

JIM HARTNETT
 EXECUTIVE DIRECTOR

Memorandum

Date: March 22, 2019
To: Board of Directors
From: Jim Hartnett, Executive Director
Subject: April 4, 2019 JPB Board Meeting Executive Director's Report

- **On-time Performance –**
 - **Through March 21:** The preliminary March 2019 OTP was 94.3 percent which was the same percent for March 2018.
 - **February:** The February 2019 OTP was 92.2 percent compared to 93.7 percent for February 2018.
 - **Trespasser Strike –** There were two trespasser strikes on February 24 and 28.
- **April 2019 Timetable Update –** On Monday, April 1st 2019 Caltrain will update its timetable to restore weekend train service to and from San Francisco prior to the SF Giants 2019 Season home games at Oracle Park and other major events. In addition, there will be minor updates to the weekday and weekend schedule. The April 2019 timetable has been available since March 11th on the Caltrain webpage: <http://www.caltrain.com/schedules.html>
- **SF Weekend Caltrain Closure Update –** Due to ongoing construction with the San Francisco Tunnel work, the SF Weekend Closure (trains start and terminate at Bayshore station with free bus service between Bayshore, 22nd St and San Francisco stations) effective Saturday, October 6 will continue through Sunday, March 31st.

After the implementation of the April 1st 2019 timetable, the SF Weekend Closure will take place on 4 additional weekends*:

- Saturday April 20th and Sunday April 21st

- Saturday May 4th and Sunday May 5th
- Saturday June 1st and Sunday June 2nd
- Saturday June 22nd and Sunday June 23rd

*Subject to change according to construction work.

The work has been scheduled around the SF Giants season and major events to minimize inconvenience to riders. For updated information visit: caltrain.com/SFWeekendClosure

In comparing the weekend train counts at Bayshore Station with the 2018 Annual Count baseline, total year-to-date weekend ridership at Bayshore station decreased by 38.6 percent as of March 18.

- **Bikes Board First System-Wide Implementation** – On Monday, March 11th, following the success of Caltrain’s pilot program to make boarding faster and smoother for all riders, the agency has instituted a Bikes Board First procedure at all stations.

The new procedure allows riders with bicycles to board first onto the designated bike cars once exiting passengers have alighted. Riders without bikes are encouraged to board on non-bike cars. Caltrain ambassadors have been onsite at various stations during peak commute hours to facilitate implementation.

- **CAC Meeting** – The Citizens Advisory Committee met on Wednesday, March 20, in San Carlos. Jennifer Navarrete, Customer Experience Communications Lead – Rail Operations, provided a presentation on Customer Experience Completions & Recommendations. Joe Navarro, Deputy Chief – Rail Operations, provided the Staff Report. The next CAC meeting is scheduled for Wednesday, April 17, in San Carlos.
- **BAC Meeting** – The Bicycle Advisory Committee met on Thursday, March 21, in San Carlos. Jennifer Navarrete, Customer Experience Communications Lead – Rail Operations, provided a presentation and update on Bikes Board First. Jenny Le, Management Analyst – Transit Police, provided an update on 2018 Bike Safety & Security. Lori Low, Public Affairs Officer, provided the 2018 Bike Bump presentation and the Staff Report. The next BAC meeting is scheduled for Thursday, May 16, in San Carlos

- **Special Event Train Service**

- **Services Provided:**

- **San Jose Sharks** – There were six home games in March. Ridership will be reported in May.

- **Services Scheduled:**

- **San Jose Sharks** – The Sharks will host one game in April on Saturday April 6, the last game of the regular season. The Sharks have clinched a spot in the playoffs. Caltrain will track post-game ridership for all regular season and post-season home games. No extra special trains are planned for the regular season. For weeknight and Saturday night games, the last northbound train departs SJ Diridon station at 10:30 p.m. or 15 minutes after the game ends but departs no later than 10:45 p.m.
 - **Giants Baseball** – The Giants will hold two exhibition games against the Oakland A's at Oracle Park on Monday, March 25 at 6:45 p.m. and Tuesday, March 26 at 6:45 p.m. Caltrain will provide 2 extra post-game trains.

The Giants regular season home opener against the Tampa Bay Rays will be on Friday, April 5 at 1:35 p.m. Caltrain will provide two extra pre-game trains departing from SJ.

The Giants will host fifteen regular season home games in April. For Weekday Day games Caltrain will provide one extra Pre-game train departing from SJ. For Weekday Evening games Caltrain will provide two extra Post-game trains. For Weekend games Caltrain will provide two extra Pre-game trains departing from SJ and two extra post-game trains. New for the 2019 season, all Weekday evening and Weekend post-game trains will express to Millbrae Station and then make all local stops to San Jose Diridon Station. In addition visual message signs will identify special scheduled northbound trains when approaching the platform labelled with a "6" series. For Weekday and Saturday games, there will be no extra service after 12:05 a.m. in the event that a Giants game goes into extra innings. This is to provide overnight construction windows for the Electrification Project.

Additional service information is available in the Caltrain 2019 Giants Baseball Brochure placed onboard the trains and on the Caltrain website: www.caltrain.com/sfgiants

- **Mexican National Soccer Team vs. Paraguay** – On Tuesday, March 26, 2019 at 7:00 p.m. the Mexican National Soccer Team and Paraguay team will compete at Levi's Stadium. No additional service will be provided, but ridership will be monitored.

- **Capital Projects –**

The Capital Projects information is current as of March 15, 2019 and is subject to change between March 15 and April 4, 2019 (Board Meeting).

- **San Francisco Highway Bridges:** Replace three obsolete overhead vehicular bridges located in San Francisco at 23rd Street, 22nd Street, and Paul Avenue. Construction started in March 2015 and was substantially completed in May 2017.

Resolution of a Buy America issue with Caltrans continues that will also resolve funding issues for the project. We are still trying to resolve ongoing issues (FHWA and AWSS) with Caltrans. Discussions regarding cost reimbursement from the City of San Francisco for their Auxiliary Water Supply System (AWSS) also continue. The AT&T relocation reimbursement request for performing utility relocation on their behalf is in the process of being transmitted.

- **San Mateo 25th Avenue Grade Separation Project:** Raise the elevation of the alignment from Hillside Boulevard to south of the Highway 92 Overcrossing in the city of San Mateo. The project creates a grade separation at 25th Avenue, relocates the Hillside Station to the north, and creates two new east-west street grade-separated connections at 28th and 31st Avenues in San Mateo. Construction of the elevated rail alignment and the new Hillside Station will be phased to limit impact to the operating railroad.

In March, the relocation of underground PG&E electrical lines was completed, and, third-party and Caltrain's Fiber Optic cable continued. Cutover of the fiber optic cables is scheduled for March 28th. Work was not complete by the February 1 deadline for the JPB Fiber Optic cable thereby resulting in delay to the contractor. Construction of the abutments of the 28th Avenue Bridge, and 31st Avenue Bridges also continued. Construction of the last of 5 tiers of Mechanically Stabilized Earth (MSE) retaining walls between Borel Creek and 25th Avenue was completed in March. Construction of the MSE walls between 25th and 28th Avenues continued.

The temporary closure of the Hillsdale Station, to allow completion of the project, is now forecast to occur in the Fall of 2019 until Spring of 2020. During the temporary closure, enhanced bus and shuttle service to the Belmont Station will be provided to minimize the temporary inconvenience.

Due to delays associated with obtaining UPRR approvals and its impact to beginning 3rd party fiber optic relocations; the project schedule has been affected. Overall construction completion is forecast to be approximately 10-months late, with the completion date extended from early 2020 to October 2020. In addition, to the schedule impacts, the project has experienced significant impacts due to the inefficiency of working around a live fiber facility, as well as incurring additional construction costs associated with installing and working around temporary steel plate, and soldier pile walls, required to protect the 3rd party fiber optic during construction.

- **South San Francisco Station Improvements:** Replace the existing side platforms with a new centerboard platform, construction of a new connecting pedestrian underpass to the two new plazas in downtown South San Francisco to the west and the shuttle area to east. Upon completion, the hold-out rule at this station will be removed that currently impacts the overall system operational efficiency.

In March, third party utility relocations for water, gas and electric continued. Construction of utilities on Poletti Way also continued. Construction of foundations for the Overhead Contact System (OCS) poles for the Electrification project continued.

Critical third-party utility relocations that were originally scheduled to begin in November 2017 were delayed until August 2018 due to delays in obtaining Caltrans permits. Due to physical conflicts between third-party utility relocations and civil construction for critical path activities such as the pedestrian underpass, a partial suspension has been issued for construction to minimize delays and inefficiencies that would be caused by the stacking of the utilities and construction work. Critical path construction that was planned to resume in April 2019 is delayed until July 2019 due to delays in the relocation of existing PG&E gas and electric utilities. Non-critical path activities such as OCS foundations for the Electrification project and work on Poletti Way will continue during the suspension period. Project delays due to Caltrans issues and PG&E utility relocation are currently being assessed.

- **Ticket Vending Machine (TVM) Rehabilitation:** Upgrade the existing TVM Server and retrofit and refurbish two existing TVM machines to become prototypes for new TVM's so that the machines are capable of performing the functions planned for the current Clipper program. The prototype machine are to be able to dispense new Clipper cards (excluding discount Clipper cards that require verification of eligibility) and have the ability of increasing the cash values of existing Clipper cards. There is also an option to retrofit 12 additional TVM's. There is an additional phase for the rehabilitation of the remaining 28 TVM's that will be requested for capital funding.

In December, the contract was approved by the Board to be awarded to VenTek; the manufacturer of the existing TVM's. The contract is still being executed and a Notice to Proceed is now expected to be in late March and completion of the 2 prototype machines by the Summer 2019. The option for retrofitting 12 additional TVM's, if executed, would follow on.

- **Mary and Evelyn Avenue Traffic Signal Preemption Project:** Perform upgrades to train approach warning systems at the Mary Avenue and Evelyn Avenue crossings in Sunnyvale. The project will improve vehicle safety at the at-grade crossings by increasing the traffic signal advance warning times for approaching trains in order to clear vehicles at the crossings. This project will mimic the previously completed traffic signal preemption project that was completed in 2014 in Redwood City, Palo Alto and Mountain View.

The design for this project began in late January 2019 and design completion is scheduled by the Fall of 2019. Design coordination with the Electrification project is underway to assure that the work of this contract, and, the grade crossing changes being implemented on the PCEP project are coordinated. A contract for construction is planned to be advertised in the Fall of 2019 and construction is scheduled to begin by mid-2020 and complete in 2021.

This project is being funded through the State of California Public Utilities Commission Section 130 program to eliminate hazards at existing grade crossings.

- **F-40 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of three F40PH2C locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP

compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The work shall be completed off-site at contractor's (Motive Power) facility location at Boise, Idaho. The three locomotives are Locomotive #'s 920, 921 and 922.

Locomotives #'s 920 and 921 were shipped to the vendor's facility in February and March of 2018. Both locomotives are still undergoing overhaul; the expected returned to the CEMOF facility in San Jose for acceptance testing has been delayed until April 4, 2019 for #920, and, May 9, 2019 for #921 due to the testing issues and repairs due to failed tests. Locomotive #922 is now scheduled to be shipped to the vendor's facility after Locomotive #920 is returned to minimize the number of locomotives that are off the property at any one time.

- **MP-36 Locomotive Mid-Life Overhaul Project:** Perform mid-life overhaul of six MP-36-3C Locomotives. The mid-life overhaul of the locomotives shall include complete disassembly of the main diesel engine, overhauling by reconditioning re-usable main frame components and re-assembly with new engine components and the replacement of the Separate Head-End Power (SEP-HEP) unit and all electrical components of the SEP-HEP compartment. All areas of the locomotive car body, trucks, wheels and electrical components shall be reconditioned to like-new condition or replaced with new material. The project work shall be completed off-site at the contractor's facility location. The 6 locomotives are Locomotive #'s 923, 924, 925, 926, 927 & 928.

The RFP is forecast for solicitation in the Spring of 2019.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: John Funghi
Chief Officer, Caltrain Modernization Program

SUBJECT: **PENINSULA CORRIDOR ELECTRIFICATION PROJECT MONTHLY PROGRESS
REPORT**

ACTION

Staff Coordinating Council recommends the Board receive the Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report (MPR) link to report: <http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/MPR/2019-02+February+2019+Monthly+Progress+Report.pdf>. No action required.

SIGNIFICANCE

Staff prepares and submits a report covering the PCEP on a monthly basis.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The MPR is intended to provide funding partners, stakeholders, and the public a PCEP overview and an overall update on project progress. This document provides information on the scope, cost, funding, schedule, and project implementation.

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **CALTRAIN POSITIVE TRAIN CONTROL PROJECT UPDATE – MARCH 2019**

ACTION

Staff Coordinating Council recommends that the Board receive the Positive Train Control (PTC) report for March 2019.

SIGNIFICANCE

Staff will provide monthly updates covering PTC related activities during the previous month and provide a preview of activities anticipated to take place during the current month.

BUDGET IMPACT

There is no budget impact.

MONTHLY UPDATE

1. Project Schedule - Major Milestones for Caltrain PTC Implementation:

Key Project Activity	Expected Completion	Progress as of 3/23/19	Progress On Track?	Mitigation Required or Approvals Needed
Approval of Designated RSD Test Request	May 31 st	Completed	Completed	Formal conditional approval received on September 10. Team incorporating FRA conditions in test plan to insure compliance to approval.
Approval of revised project PTC Implementation Plan (PTCIP) and Request for Amendment (RFA)	May 31 st	Completed	Completed	Formal approval received on September 20.
Pilot Installations (4) Completed	June 20 th	Completed	Completed	All pilots completed
Submit Designated RSD Application	Oct 15 th	Completed	Completed	RSD Application submitted and in review by FRA.
Complete Critical Feature V&V for Designated Track RSD	Oct 30 th	Completed	Completed	
Complete Designated RSD Training	Nov 14 th	Completed	Completed	Training for designated RSD personnel completed
Designated RSD – Complete Required Vehicle Installation	Dec 3 rd	Completed	Completed	(44) installs required for designated RSD completed, punch list items being addressed by Wabtec.
Meet FRA Statutory Requirements and substitute criteria	Dec 31	Completed	Completed	Met FRA December 31, 2018 deadline
Obtain Alternative Schedule approval from FRA	Mar 15 th 2019	Completed	Completed	Received FRA's approval on February 6.
Completion of Remaining Vehicle Installation (all 67 units)	April 30, 2019	In Progress	On Schedule with rebaseline date	Remaining vehicle installation document submittals are behind; additional resource is required to support documentation effort. Except two Rehab vehicles that are out of property.
Full RSD - Complete Remaining Critical Feature V&V	Jan 2019	Completed	Completed	
Full RSD – Complete WIU V&V	March 15, 2019	Completed	Completed	
Full RSD – Complete Lab Integrated	June 30,	Plan	Yes	LIEE Starts in April 2019

Key Project Activity	Expected Completion	Progress as of 3/23/19	Progress On Track?	Mitigation Required or Approvals Needed
End to End Testing	2019			
Full RSD – Complete Field Integrated Testing (FIT)	August 2019	Plan		
Full RSD – Complete Field Qualification Testing (FQT)	September 2019	Plan		
Commence Full RSD – Caltrain ROW	October 2019	Plan		Target to commence RSD in September per rebaseline schedule
Complete Interoperability Testing with UPRR South of CP Lick	December 2019	Plan	Yes	Coordination effort with UPRR has commenced
Complete of Interoperability Testing with Tenant Railroads	April 30 2020	Plan		Coordination effort with AMTRAK and ACE have commenced
Submit Caltrain PTC Safety Plan to the FRA	June 01, 2020	Plan		
Complete Caltrain PTC Implementation	December 2020	Plan		

**Key project milestones targeted for 2019/2020 will be part of a contract negotiation with Wabtec for performance incentive payments once the project schedule rebaseline effort is complete.*

1. Major Wabtec activities for March 2019:

- o Continued installations of onboard equipment on Caltrain locomotives and cab cars
 - o Punch list items are still being addressed by Wabtec
 - o Completion of all onboard installations projected for April 2019 except for three vehicles that are currently off property for overhauls
- o Continued Vehicle Acceptance Testing (VAT) on all PTC-installed locomotives and cab cars to ensure PTC equipment is functional under real-time track conditions
- o Completed Project re-baseline schedule effort after several scheduling workshops and reviews. The rebaselined schedule was approved on March 18, 2019.
- o Completed Signal and Switch (WIU) Field Verification and Validation for the remaining track
- o Finalized additional work for communication infrastructure work required to support full track RSD and Interoperability testing
- o Submitted Integrated Lab Design for Caltrain review
- o Continued ITCM Test Federation and Production Federation effort with other railroads for PTC testing and implementation
- o Performed Wayside Interface Unit (WIU) RF drive test
- o Released on-board software 6.3.17.1 which will be the version used for Caltrain RSD
- o Updated Master Training Plan that reflects all courses required for Operations and Maintenance training for all staff
- o Wabtec and Caltrain Executive teams have met to discuss key milestones and resource commitment to support delivery of full track RSD and interoperability

2. Vehicle Installation:

Wabtec has completed installation of (44) I-ETMS modules on the Caltrain locomotives and cab cars required based on Caltrain’s Implementation Plan and statutory criteria requirements. Wabtec is continuing to perform installations on the remaining Caltrain fleet (23 additional locomotives and cab cars) by April of 2019. Table below provides the overall status of 67 vehicle installation as of March 18, 2019.

I-ETMS On-Board Installation Progress (As of 3/18/19)			
Equipment	Completed	In Progress	Pending
F40	20	0	3
MP36	6	0	0
Bombardier Cab	9	0	0
NS Gallery Cab	23	1	3*
MP1500	0	1	1
Total	58	2	7
%	87%	3%	10%

*Includes wrecked unit 4010

3. Other Key Activities for March of 2019:

This section reports on PTC project general progress and issues being performed and tracked in addition to the Wabtec contract during the current reporting month.

- 1) ARINC completed consist data phase 1 effort for the PTC ROCS;
- 2) Team continued to work with ARINC to finalize a scope of work for long term maintenance and service for all systems residing in the CCF and BCCF that support Rail Operations. The new long term maintenance service contract will replace the current ROCS and other maintenance contracts.
- 3) The PTC project continues its coordination efforts with the Electrification and EMU programs via regularly scheduled status meetings such as the Biweekly CalMod Systems Integration, the PCEP Delivery Coordination and the PTC-PCEP coordination meetings. Ad hoc meetings to discuss topics requiring in-depth or immediate decisions are held as needed. Data sharing of fiber audit results and testing schedules (sharing of track and time) is ongoing to ensure both teams coordinate needs.
- 4) Caltrain configuration management (CM) manager continues full integration into project team to ensure all Caltrain CM requirements are maintained during project execution and transition to daily operations upon project completion. There will need to be a freeze period that the current capital projects, including PCEP, will not be able to change the infrastructure of the railroad in support of PTC RSD roll out and Interoperability testing with all tenant railroads.
- 5) Caltrain held the kick-off meeting with Herzog Technology Incorporated (HTI) PTC go live experts to start PTC go-live planning effort with Caltrain Operations and PTC project team to ensure smooth transition of PTC operations and maintenance upon project completion. These efforts include finalizing RSD rollout strategy, resource planning for both Caltrain and TASI operations and maintenance, and coordination of Master Service Agreements (MSA) negotiations with key suppliers required to support PTC long term service needs.

4. Change Order Log:

There have been no change orders requested from Wabtec during this reporting period, and there are none in process or review by Caltrain.

5. Risk Management:

Caltrain and Wabtec have agreed to share the management of an identified list of risk items which were identified during the contract negotiations. The total cost allocated to these risks is \$1.9M to be shared amongst both parties. Unrealized risks will result in cost savings to Caltrain.

To date no risks have been identified requiring use of the risk funds. Caltrain and Wabtec will jointly review shared risk register and provide an updated version as part of commercial negotiations in April 2019.

There are also risks to be monitored outside the Wabtec specific contract that the project team monitors and mitigates as necessary. The following table captures the top risks both external (outside the Wabtec contract) and internal (specific to the Wabtec contract):

Risk Item	Type	Mitigation Action
Potential EMU delay due to move from I-TCS to I-ETMS	External	Project team continues to support EMU team effort to bring Wabtec under contract to provide PTC solution required for EMU cars with minimal delay
FRA process changes	External	Maintain close and open relationship with key FRA contacts to ensure all submittals are done correctly and within required time frame to achieve approval for an alternative schedule to achieve RSD
Interoperability delays	External	Caltrain is working with UPRR and tenants to ensure agreed to interoperability schedule dates are maintained
Onboard installation delays	Internal	Onboard installations are complete, excluding punch list items. Wabtec must ensure production installation schedule is maintained to achieve remaining fleet installs in first quarter 2019.
Track access delays	Internal	Ensure field test schedule is maintained by coordinating all field work in combination with other capital project's needs, particularly the PCEP project.
Back Office Server (BOS) documentation scope creep	Internal	Ensure standard documentation supplied by Wabtec meets requirements of Caltrain specification criteria
FRA Approval of RSD Application	External	Caltrain has submitted RSD application for the designated track segment and will submit draft full track RSD application for review and comments. FIT and FQT test results will be submitted prior approval of RSD application from the FRA.

6. FRA Coordination Status:

- o Continued weekly calls with FRA review team
- o Received Alternative Schedule Request Approval from the FRA on February 6, 2019
- o Submitted Brake Test Plan for MP1500 Locomotives
- o Commenced PTCIP and RFA revision to reflect rebaseline schedule

7. Caltrain Roadmap to Full RSD and Interoperability:

- o Caltrain is pursuing the following steps to achieve Revenue Service Demonstration (RSD) and Interoperability Testing in order to achieve overall system certification.
 1. Obtain Approval of an Alternative Schedule, which was accomplished on February 6, 2019
 2. Submission of RSD application – submitted to FRA for approval in November. FRA is reviewing. Caltrain will submit full track RSD application by the 2nd quarter of 2019.
 3. Caltrain will complete all field validation by first quarter of 2019 to enable commencement of Laboratory Integrated Testing for full track in April of 2019.
 4. Caltrain will be performing field integrated testing and Field Qualification Testing for full track to achieve full RSD by October of 2019

5. Caltrain will continue training remaining personnel to support full track RSD and PTC operations
6. Caltrain will commence Interoperability Laboratory Testing with Tenants in summer of 2019 and commence Interoperability testing with UPRR post Caltrain full RSD. The goal is to achieve Interoperability with UPRR by December of 2019
7. Caltrain will commence Interoperability testing with all other tenants on Caltrain property to achieve interoperability requirements and commence PTC governed operation by May 2020.
8. Caltrain will complete submission of final PTCSP by June 2020 and receive full system certification by December 2020.

8. Cost – Spend vs. budget with Actuals and Arrural through February, 2018

	(A)	(B)	(C)	(D)	(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accrual To-Date (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
CBOSS PTC Project (Jan 2008 - Feb 2018)	\$ 231.00		\$ 239.88	\$ 202.26	\$ 202.26		
Caltain PTC Project (March 1st 2018 - June 2020):							
Integrator WABTEC Contract	\$ 43.01		\$ 43.01	\$ 14.62	\$ 43.01	\$ -	33.99%
Other Contractors	\$ 6.00		\$ 6.00	\$ 1.28	\$ 6.00	\$ -	21.32%
Potential Changes	\$ 2.00		\$ 2.00		\$ 2.00	\$ -	
Potential Incentive - WABTEC	\$ 2.00		\$ 2.00		\$ 2.00		
Other Program Costs	\$ 30.34		\$ 30.34	\$ 7.90	\$ 30.45	\$ (0.11)	25.93%
Project Contingency	\$ 6.06		\$ 6.06		\$ 5.95	\$ 0.11	
Total PTC Project	\$ 89.41		\$ 89.41	\$ 23.80	\$ 89.41	\$ (0.00)	26.61%
Note:							
1). Expended and Arrual to Date is through February 28, 2019;							
2). Integrator Wabtec Contract Value includes Shared Risk with Not to Exceed Total of \$1.91MM;							
3). Other Contractors amount includes ROCS Modification and potential fiber fixes;							
4). Potential Changes amount is set for future project change orders as result of WABTEC assessment and survey for the communications and office subsystems;							
5). Potential incentive amount reflects what is in the WABTEC conformed agreement;							
6). Other Program Costs includes JPB project oversight costs, TASI support and Other Direct Cost for PTC project delivery;							
7). Project contingency includes a) contingencies for WABTEC contract per Board Staff Report; b) JPB project team cost contingency;							
8). CBOSS PTC project budget and actual cost are highlighted to reflect prior March 1st, 2018 CBOSS project financial data.							

9. Upcoming Key Activities in April 2019:

- 1) Complete validation and release of full track subdivision file
- 2) Commence Laboratory Integrated End to End (LIEE) Testing for Full track RSD
- 3) Finalize Caltrain BCCF Lab design and commence lab build out
- 4) Follow up with Executive management team to finalize commercial discussion related to incentives, Liquidated Damages and cost proposal for additional scope items.
- 5) Close out all punch list items on onboard installs and continue installations on remaining Caltrain fleet.
- 6) Continue interoperability Coordination with UPRR, Amtrak and other tenants
- 7) Continue regular monthly review with Wabtec senior management to ensure the Wabtec project team maintains focus on 2019 key milestones and full Caltrain RSD.
- 8) Continue to work closely with the FRA regional and national representatives to ensure all aspects of documentation and testing requirements are maintained and approvals (by FRA) granted.
- 9) Continue Vehicle installation of remaining fleet at CEMOF and develop demobilization plan for the installation team due to NTP of CEMOF modification work on April 1st of 2019
- 10) Continue Vehicle Acceptance Testing based on availability of remaining PTC equipped vehicles
- 11) Submit PTCIP and RFA Rev.10 to reflect revised schedule sequence

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Derek Hansel
Chief Financial Officer

John Funghi
Chief Officer, CalMod Program

SUBJECT: **AWARD OF CONTRACT FOR ON-CALL CONSTRUCTION MANAGEMENT SERVICES FOR PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

ACTION

Staff Coordinating Council recommends the Board:

1. Award a contract to Jacobs Project Management Company (Jacobs) of Oakland, California for a not-to-exceed amount of \$17 million to provide on-call construction management services (CM Services) for the Peninsula Corridor Electrification Project (PCEP) for a five-year term at the negotiated rates specified in the contract.
2. Authorize the Executive Director, or his designee, to execute a contract with Jacobs in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.
3. Establish the Executive Director's, or his designee's, contingency authority at up to 15 percent of the total Board-authorized contract amount.

SIGNIFICANCE

This is a new, dedicated contract specifically for CM Services for PCEP, which requires a qualified firm with multi-disciplinary teams to provide construction management and support services for small and large-scale PCEP construction projects. Approval of the proposed action will provide a qualified and experienced firm to deliver these services. All work performed under this contract will be performed under Work Directives (WDs) issued on an as-needed, project-by-project basis. The contract will not obligate the Peninsula Corridor Joint Powers Board (JPB) to purchase any specific level of service from Jacobs.

BUDGET IMPACT

Each WD will contain a defined scope of services, with a discrete schedule and budget. WDs will be funded from the approved PCEP funding plan which is composed of Federal, State, and local grants. Funding for this contract will include \$8.3 million from the PCEP budget and \$8.7 million from allocated contingency funds, if necessary.

BACKGROUND

Over the past five years, the number and size of PCEP projects have grown resulting in a need for a dedicated contract for CM Services, including inspection; daily field reports; quality control plan review; drawing review and management; estimating; scheduling; project controls; material testing; construction change order management; proactive issue resolution; claim avoidance and mitigation, and project closeout. These services will help ensure successful delivery of PCEP projects in accordance with established construction safety, security and quality standards. CM Services will also include administrative functions needed to comply with budget, schedule, payment, final acceptance, and other requirements for the following current and anticipated projects:

- Design-Build Electrification Project
- Tunnel Modifications and Track Rehabilitation Project
- Central Equipment, Maintenance and Operations Facility Improvements
- Santa Clara Drill Track Rehabilitation
- Protection of Bi-Level Electric Multiple Units (EMU) Vehicles
- Traffic Roadway Modifications and Pedestrian Improvements
- Installation of Mini-High Platforms

A Request for Proposals was advertised in a newspaper of general circulation and on the agency's procurement website. Two firms submitted proposals:

1. Gannett Fleming Transit & Rail Systems, San Francisco, California
2. Jacobs Project Management Company, Oakland, California

In accordance with federal and state law governing the procurement of architectural and engineering services, proposals were evaluated, scored and ranked solely based on qualifications. Staff only negotiated price with the highest-ranked firm. An Evaluation Committee (Committee) composed of qualified staff from the Project Delivery and Rail Operation departments reviewed, scored and ranked the proposals in accordance with the following weighted criteria:

- | | |
|--|-----|
| • Approach to Providing CM Services and Administration | 30% |
| • Qualification and Experience of Key Personnel | 35% |
| • Quality Control Plan | 15% |
| • Qualification and Experience of Firm | 20% |
| • Small Business Enterprise Preference | 5% |

After initial screening of the technical proposals, both firms were found to be in the competitive range and were invited to two rounds of oral interviews, after which the Committee reached a final consensus ranking. The Committee determined Jacobs to be the highest ranked firm. Jacobs possesses the requisite experience and qualifications required for successful performance of the services defined in the solicitation documents. Staff successfully negotiated contract terms and conditions, including price, with Jacobs and determined the prices to be fair, reasonable, and consistent with those currently paid by the JPB, and other public agencies in the Bay Area, for similar services.

A 15 percent contingency authority for the Executive Director is requested to allow the flexibility to address any unforeseen schedule delays or unanticipated additional work

that may arise during the contract term. This authority would be instead of the standard 10 percent contingency; it would not be additive.

Staff assessed Small Business Enterprise (SBE) preference points to Jacobs for their proposed utilization of SBEs. Jacobs committed to utilizing SBEs for 32 percent of the total contract value and received the full five points available.

CM Services are currently provided by Gannett Fleming Transit & Rail Systems (Gannett Fleming) through a separate competitively procured on-call contract for full electrification support services for the Caltrain Modernization Program, which expires in April 2024. This contract for CM Services for PCEP will replace the CM Services provided in the electrification support services contract. The JPB will continue use of the electrification support services contract with Gannett Fleming for technical oversight, design reviews and other electrification support services until it expires.

Procurement Administrator III: Alice Cho	650.508.6442
Project Manager: Lin Guan, Deputy Director, CalMod Project Delivery	650.508.7976

RESOLUTION NO. 2019-

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

**AWARDING A CONTRACT TO JACOBS PROJECT MANAGEMENT COMPANY FOR
ON-CALL CONSTRUCTION MANAGEMENT SERVICES FOR THE
PENINSULA CORRIDOR ELECTRIFICATION PROJECT FOR A
NOT-TO-EXCEED AMOUNT OF \$17,000,000 FOR A FIVE-YEAR TERM**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) issued a Request for Proposals (RFP) for on-call construction management services (CM Services) for the Peninsula Corridor Electrification Project (PCEP); and

WHEREAS, in response to the RFP, the JPB received two proposals; and

WHEREAS, an Evaluation Committee (Committee) composed of qualified JPB staff evaluated, scored and ranked all the proposals according to the qualifications-based evaluation criteria set forth in the RFP; determined that both firms were found to be in the competitive range, and conducted two rounds of oral interviews; and

WHEREAS, the Committee completed its evaluation process, including negotiation of cost with the highest-ranked proposer, and determined that Jacobs Project Management Company (Jacobs) of Oakland, California possesses the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents, and has agreed to perform the specified services at fair and reasonable prices; and

WHEREAS, staff and legal counsel reviewed Jacobs' proposal and have determined that it complies with the requirements of the solicitation documents; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board of Directors award a contract to Jacobs for on-call CM Services for PCEP for a not-to-exceed amount of \$17 million for a five-year term; and

WHEREAS, Staff Coordinating Council also recommends the Executive Director, or his designee, be authorized to exercise contingency authority of up to 15 percent of the total Board-authorized contract amount to allow the flexibility to address any unforeseen schedule delays or unanticipated additional work that may arise during the contract term.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Jacobs Project Management Company for On-Call Construction Management Services for the Peninsula Corridor Electrification Project for a not-to-exceed amount of \$17 million for a five-year term; and

BE IT FURTHER RESOLVED the Executive Director, or his designee, is authorized to execute a contract with Jacobs in full conformity with all of the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED the Board authorizes the Executive Director, or his designee, to execute amendments to the contract with Jacobs in a cumulative amount of up to 15 percent of the total Board-authorized contract amount.

Regularly passed and adopted this 4th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **UPDATE ON CONSTRUCTION OF 25th AVENUE GRADE SEPARATION**

ACTION

Staff will present the Board an update on the 25th Avenue Grade Separation project. No action is required.

SIGNIFICANCE

Construction of the 25th Avenue Grade Separation project has been ongoing since October 2017. In January 2018, the project was impacted by delays in the relocation of the Third Party Fiber Optic duct bank within the project limits. The project schedule has been rebase lined and construction, including the relocation of the remaining utilities, continues in the field.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The 25th Avenue Grade Separation project is a safety improvement project which will raise the tracks from State Route (SR) 92 to Hillsdale Boulevard, slightly lower the road at E. 25th Avenue, complete east-west street connections at 28th and 31st Avenues, and construct a new elevated Hillsdale Station located at E. 28th Avenue with new parking lots East of the new station between 25th Avenue and 31st Avenue.

The Construction Contract was awarded to Shimmick Disney, a JV, in July 2017 for \$82,890,000. The total board approved budget for the project is \$180,000,000. Construction has been ongoing since October 2017, and is currently scheduled to be complete in October 2020. The project is funded by a combination of San Mateo County Transportation Authority, City of San Mateo, California High Speed Rail and California Public Utilities Commission funds.



25th Avenue Grade Separation

JPB Board
April 4, 2019 – Agenda Item#10

Agenda

I. Project Need, Benefits & Description

II. Construction

– **Construction Status**

– **Construction Challenges**

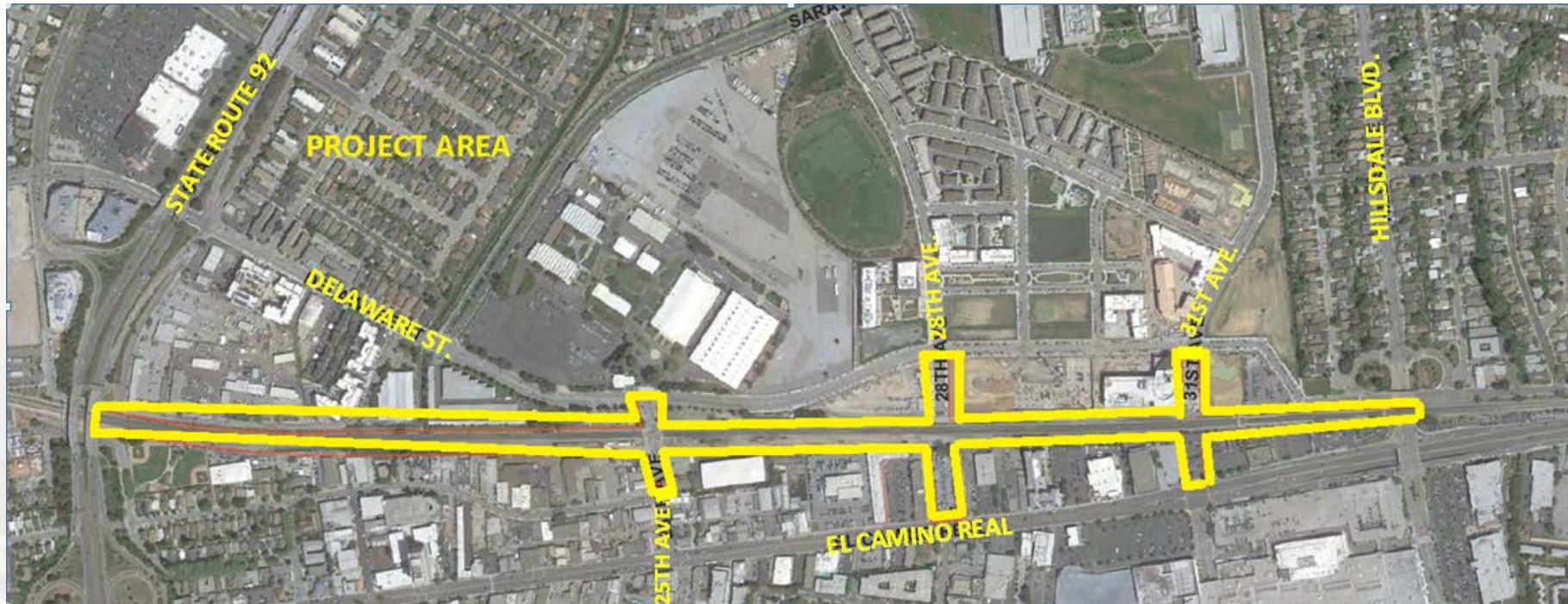
III. Contract and Budget



Project Need, Benefits and Description



Project Location



E. 25th Ave Railroad Crossing

- 92 Caltrain trains each weekday use this crossing, in addition to freight
- No. 8 on California Public Utilities Commission (CPUC) priority list for railroad crossing safety.

Project Benefits

- Enhanced East-West connectivity
- Improved pedestrian and motorist safety
- Improved traffic flow
- Fewer system-wide delays
- Support Caltrain electrification
- Improve Customer experience with new Station
- Enable future California High Speed Rail (CAHSR)
- Safe rail operations

Factors Driving Award Date

- Coordination with Peninsula Corridor Electrification Project (PCEP) required expedited Contract award:
 - Foundations Constructed as part of 25th Grade Separation (GS).
 - Poles and wires installed by PCEP

Risk Factors at Award

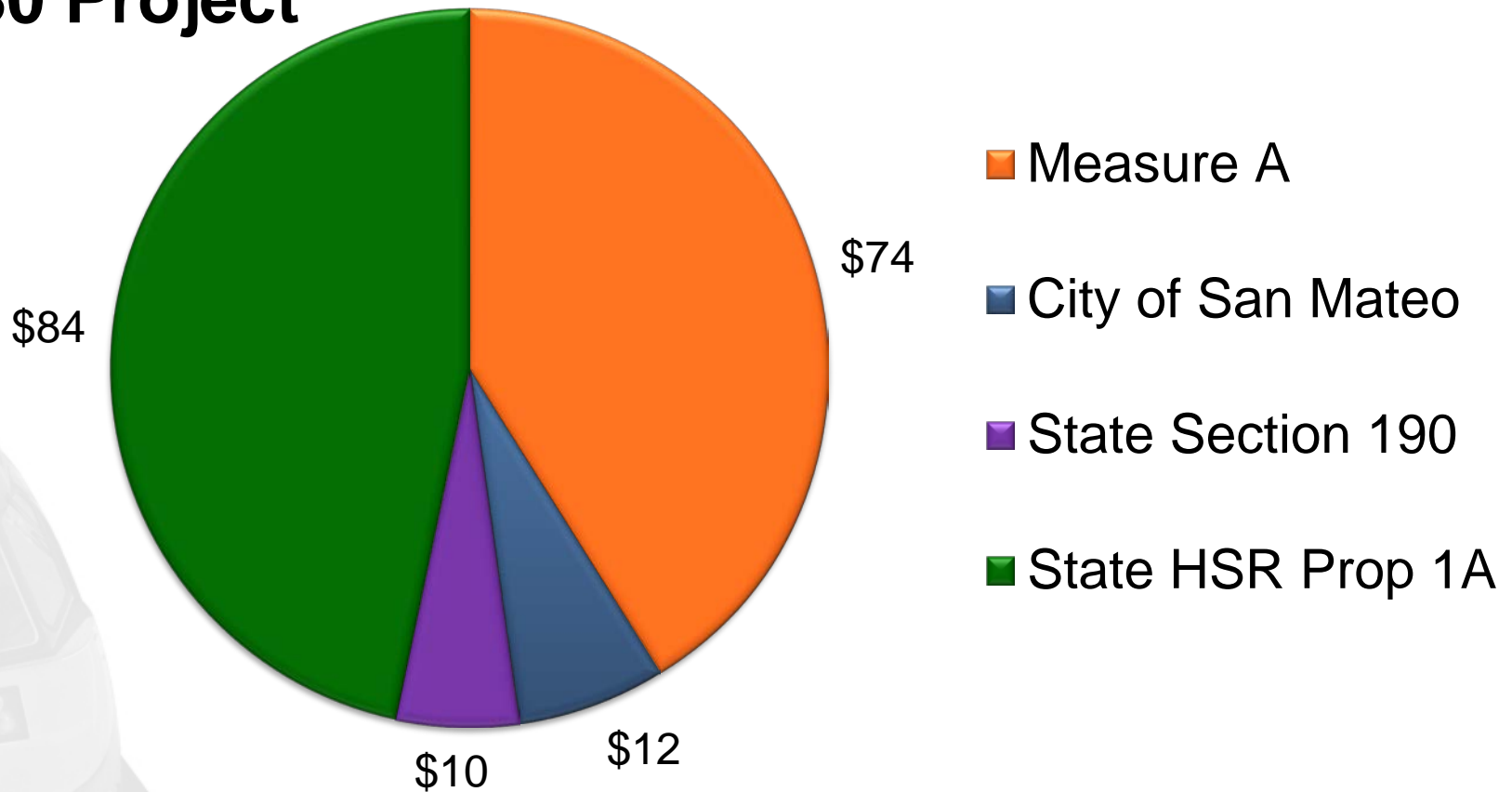
- Fiber Optic relocation was pending resolution of negotiations with Union Pacific Railroad (UPRR)
- Funding from CAHSR was pending

Contract Award

- Contract Awarded to Shimmick Disney JV July 2017 for \$ 82,890,000
- Original Completion Date Jan. 2020.

Project Funding, in Millions

\$ 180 Project



Project Elements

Construct Grade Separation (elevated rails, lowered roads) between Hillsdale Blvd and Highway 92

- Five bridges
- Approx. 1 mile of Mechanically Stabilized Earth (MSE) Wall
- New elevated station at Hillsdale

Elevated Track



East-West Connection (28th Ave)



Relocated Hillsdale Station





Construction - Status



Progress

- **Bridges**
 - Beresford Creek Bridge Complete
 - Four (4) remaining Bridges substructure complete; superstructure ongoing.
- **Wall Construction**
 - North of 25th Complete this month
 - Betwn 25th and 28th Ongoing

Bridges



MSE Wall





Construction - Challenges



Project Impacts

Utility Relocation – Major Utility relocations by Utility Companies, including:

- Fiber Optic Duct Bank
- PGE Gas Line
- ATT Communication Duct Bank

Station – Relocation and opening delayed by 10 months, with an anticipated opening of June 2020

Impacts Due To Fiber Optic



Working Around Live Fiber



PG&E Gas Line Relocation



AT&T



Weather Impacts

2018-2019 “Atmospheric Rivers”

- Caused Project Delays due to excess rain days
- Created significant stormwater flows requiring substantial dewatering

Weather Impacts





Contract and Budget



Contract and Budget

- All impacts from the Fiber Optic delay in 2018 have been addressed and the project schedule has been re-baselined.
- Fiber Optic delays continued through March 2019. **Total Project Delayed up to 12 months. Current Anticipated Completion Date of January 2021.**
- Return to this board with a recommendation to: increase Contract Authority; No additional budget needed
- No current impact to PCEP



Questions



Grade Separation (25th Ave)



East-West Connection (31st Ave)



JPB BOARD MEETING
April 4, 2019

Correspondence Packet as of
March 27, 2019

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Rich Schwerin"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net; [Rich Schwerin; Cedric Cedric](mailto:Rich_Schwerin; Cedric Cedric)
Subject: RE: We need seats within view of bikes & more bike capacity on longer trains
Date: Tuesday, March 05, 2019 4:01:47 PM

Dear Rich,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. It was great to hear about your experiences over the decades. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and

Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Rich Schwerin
Sent: Wednesday, February 27, 2019 12:15 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; bikesonboard@sonic.net; Rich Schwerin; Cedric Cedric
Subject: We need seats within view of bikes & more bike capacity on longer trains

Hello Caltrain board,

As a lifelong bike-on-Caltrain commuter (I was part of the original pilot program, circa '93 or '94, when we had paper "permits" issued from Diridon, and there was a single bike car with 2 racks (8 bike capacity)), I thank you for your dedication to expanding multi-modal commute opportunities on the train. It's come a long way!

Thank you also for planning a public process on car layout for electric trains, as it's imperative that bicyclists have seats within view of their bikes. I also thank you for planning to run seven car (instead of six car) electric trains, which will be a huge improvement.

Please remember that seven car trains will be 84 bike spaces per train to meet the board-mandated 8-to-1 ratio of seats-to-bike spaces. Today's diesel trains have, on average 77 bike spaces per train. Bike riders are often bumped today, so we'll need more bike capacity in 2022 when electric trains start running.

Thank you for your consideration of my comments.

Thanks,
Rich Schwerin
San Carlos, CA

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Ellen Koivisto & Gene Thompson"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Trashing bicyclists in your survey won't yield useful data
Date: Wednesday, March 06, 2019 5:46:56 PM

Dear Ellen,

Thank you for your feedback. Caltrain believes bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: Ellen Koivisto & Gene Thompson

Sent: Tuesday, March 05, 2019 7:16 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net

Subject: Trashing bicyclists in your survey won't yield useful data

OK, so pitting seats v. bikes in the survey, and pitting bicyclists against people who walk-on, is really bad sampling, and will produce bad data. Acting on bad data yields bad results.

Instead of pitting passengers against each other, why don't you try serving the needs of all the passengers who use Caltrain? Though that seems very unlikely based on your staff's biased presentation against bikes on electric trains for the March 7 board meeting. Try anyhow. The facts are that walk-on ridership is increasing because it can — there's space. But bikes are already maxed out due to limited bike capacity on the trains. Forcing people off bikes because of lack of space costs Caltrain revenue; while I don't have a car and so have no options, lots of other bicyclists do, and they find their car infinitely more dependable than Caltrain and its history of bumping bicyclists off. In fact, you know that there'd be more bicyclists and riders if there was more capacity.

Well if, according to your staff, the 8:1 ratio no longer applies (see the biased presentation referenced above), then bump it up to 5:1, yielding 132 bike spaces per 7-car train and see what happens. Otherwise, stick to the 8:1 and provide the 84 bike slots per 7-car train as mandated by the Board in 2015. It's the least you can do.

And stop dumping on bicyclists, please.

Ellen Koivisto

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jason Roesslein"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: The most efficient means of transportation!
Date: Tuesday, March 05, 2019 4:00:49 PM

Dear Jason,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Jason Roesslein
Sent: Wednesday, February 27, 2019 12:10 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: The most efficient means of transportation!

Hey team,

Very excited about the upcoming implementation of electric trains, and just wanted to comment about making it even more awesome by promoting and encouraging the use of bicycles in conjunction with the train to create the most efficient and responsible means of transportation we can.

I'm sure there are numerous design constraints at play, but I would just like to encourage you to prioritize space and visibility for cyclists, who are trying to do their part to create a happy, healthy, and efficient, community.

Thanks for all of your hard and noble work,
Jason

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Gary Downing"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Thank you for considering Bicyclist for future electric train planning!
Date: Tuesday, March 05, 2019 3:38:32 PM

Dear Gary,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Gary Downing
Sent: Wednesday, February 27, 2019 9:40 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Thank you for considering Bicyclist for future electric train planning!

Thank you Caltrain for planning a public process on car layout for electric trains, and planning to run seven-car (instead of six-car) electric trains!

As a bike rider, we need seats within view of bikes. Seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.
Caltrain diesel trains today have 77 bike spaces per train on average.

Remember that bike riders are often bumped today, so we'll need **more bike capacity in 2022 when electric trains start running!**

Best, Gary Downing

From: David Meyer
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); BusinessPlan@caltrain.com
Cc: [Mathew Reed](#); [Michael Lane](#)
Subject: SV@Home Letter RE: Caltrain TOD Policy
Date: Wednesday, March 06, 2019 7:18:22 PM
Attachments: [SVH Letter RE - Caltrain TOD Policy 030619.pdf](#)

Dear Members of the Peninsula Corridor Joint Powers Board of Directors,

On behalf of SV@Home and our members, we write today regarding the proposal for Caltrain to adopt a Transit-Oriented Development (TOD) policy prioritizing affordable housing development on Caltrain-owned land. **We urge the Board of Directors to pass a policy that prioritizes high-density residential development on Caltrain land and requires 20% of all homes built to be deed-restricted affordable. We also urge the Board to put in place incentives for the construction of 100% affordable developments, which can provide homes at deeper levels of affordability.**

Caltrain has the opportunity to follow in the footsteps of other Bay Area transit agencies, including the Santa Clara Valley Transportation Authority (VTA) and Bay Area Rapid Transit (BART) to put its land to use in helping address our shared housing crisis.

This is an opportunity for the Board to put in place a policy that both prepares for the improved service that will come with the electrification of the corridor as well as complements the hard work of many cities along the corridor to incentivize the development of housing adjacent to Caltrain stations. We urge you to act on a TOD policy responsive to our above recommendations without delay.

Sincerely,

David

David Meyer
Director of Strategic Initiatives
david@siliconvalleyathome.org
(408) 462-1572

sv@home

350 W Julian St. #5, San Jose, CA 95110

[Website](#) | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [Become a Member!](#)

TRANSMITTED VIA EMAIL

March 6, 2019

Honorable Members of the Peninsula Corridor Joint Powers Board of Directors
 Caltrain Peninsula Corridor Joint Powers Board
 1250 San Carlos Ave.
 San Carlos, CA 94070

Dear Members of the Peninsula Corridor Joint Powers Board of Directors,

RE: Caltrain Transit-Oriented Development (TOD) Policy

On behalf of SV@Home and our members, we write today regarding the proposal for Caltrain to adopt a Transit-Oriented Development (TOD) policy prioritizing affordable housing development on Caltrain-owned land. **We urge the Board of Directors to pass a policy that prioritizes high-density residential development on Caltrain land and requires 20% of all homes built to be deed-restricted affordable. We also urge the Board to put in place incentives for the construction of 100% affordable developments, which can provide homes at deeper levels of affordability.**

Public land is one of the most important tools policymakers have to incentivize affordable housing development. It provides ready sites for housing construction and can be leveraged to increase the financial feasibility of affordable housing developments. Additionally, public land located near transportation corridors allows for the development of truly transit-oriented developments, where residents can make use of public transportation options to more easily access jobs and other necessities.

Caltrain has the opportunity to follow in the footsteps of other Bay Area transit agencies, including the Santa Clara Valley Transportation Authority (VTA) and Bay Area Rapid Transit (BART) to put its land to use in helping address our shared housing crisis. Current VTA policy, for example, seeks to incentivize housing development on VTA-owned parcels and requires that 20% of new homes constructed be deed-restricted affordable. The VTA has shown leadership in responding to the regional issue of housing affordability by leveraging its regionally-dispersed land ownership to attract housing development on its land, which is accessible to public transportation options.

In this same spirit of our regional housing challenge requiring bold solutions from regional transit agencies, we urge the Caltrain Board to adopt a TOD policy that prioritizes high density housing development on Caltrain land while also seeking to maximize the amount of deed-restricted affordable homes that are built. To that end, we urge the Board to require that 20% of all new homes built on Caltrain land be deed-restricted affordable and further encourage the Board to explore incentivizes to reach deeper levels of affordability through 100% deed-restricted affordable developments.

Ron Gonzales, Chair
*Hispanic Foundation
 of Silicon Valley*

Janice Jensen, Vice Chair
*Habitat for Humanity
 East Bay/Silicon Valley*

Kevin Zwick, Treasurer
Housing Trust Silicon Valley

Kathy Thibodeaux, Secretary
KM Thibodeaux Consulting LLC

Shiloh Ballard
Silicon Valley Bicycle Coalition

Bob Brownstein
Working Partnerships USA

Gina Dalma
*Silicon Valley Community
 Foundation*

Katie Ferrick
LinkedIn

Amie Fishman
*Non-Profit Housing Association of
 Northern California*

Javier Gonzalez
Google

Poncho Guevara
Sacred Heart Community Service

Nathan Ho
Silicon Valley Leadership Group

Janikke Klem
Technology Credit Union

Jan Lindenthal
MidPen Housing

Jennifer Loving
Destination: Home

Mary Murtagh
EAH Housing

Chris Neale
The Core Companies

Andrea Osgood
Eden Housing

Kelly Snider
Kelly Snider Consulting

Jennifer Van Every
The Van Every Group

Staff

Leslye Corsiglia
Executive Director

Honorable Members of the Peninsula Corridor Joint Powers Board of Directors

March 6, 2019

Re: Caltrain Transit-Oriented Development (TOD) Policy

Page 2 of 2

This is an opportunity for the Board to put in place a policy that both prepares for the improved service that will come with the electrification of the corridor as well as complements the hard work of many cities along the corridor to incentivize the development of housing adjacent to Caltrain stations. We urge you to act on a TOD policy responsive to our above recommendations without delay.

Sincerely,

A handwritten signature in blue ink, appearing to read "David K Meyer". The signature is written in a cursive, flowing style.

David K Meyer
Director of Strategic Initiatives



From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Scott Yarbrough"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Bikes on Board](#)
Subject: RE: Seats in view of Bike AND maintain sea to bike ratio On Board
Date: Tuesday, March 05, 2019 4:12:38 PM

Dear Scott,

Thank you for your continued feedback and involvement, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and

Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Scott Yarbrough
Sent: Monday, March 04, 2019 9:45 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; Bikes on Board
Subject: Seats in view of Bike AND maintain sea to bike ratio On Board

Hello,

Thank you for including a public process that will incorporate feedback from all stakeholders regarding the layout of electric trains and seats within view of bikes. Thank you as well for planning to run 7 car electric trains instead of 6 car trains. Current diesel trains are designed with seats in view of bikes and there are an average of 77 bike spaces on trains. Unless Caltrain's new 7 car electric car design includes 84 bikes per train with seats in view of bikes to limit station dwell time, the current JPB will be ignoring the recommendation of your 2015 JPB predecessors, who mandated to staff that a ratio of 8 seats to each bike space be preserved on trains in the interest of both carbon-neutral transportation and minimizing taxpayer subsidies for more costly means of accessing Caltrain stations. Bicyclists are currently being bumped from trains with 77 spaces available on the average train, so a 7 car electric design with 72 bike spaces per train will not be able to meet the current demand for passengers who require a bike at both ends of the train commute. Bike share companies do not serve all of your corridor and you will lose cycling passengers to automobiles, according to your own survey data. Please think of the climate and the environment that we leave for the next generation when making your recommendations to Caltrain staff and recommend 84 bikes per train with seats in view of bikes to maintain the commitment that the 2015 JPB made to support cleaner transportation choices.

Scott Yarbrough
San Francisco/Palo Alto Daily Commuter

*District 2 Members of the San Jose High-Speed Rail Community Working Group
District 2 Neighborhood Leadership Council*

March 20, 2019

Mr. Brian P. Kelly, Chief Executive Officer and Board of Directors
California High Speed Rail Authority
770 L Street, Suite 620
Sacramento, CA 95814

Subject: Request for High Speed Train Alternatives to be Evaluated for the Monterey Corridor in San Jose

Dear Mr. Kelly and CAHSRA Board Members,

The District 2 Members of the San Jose HSR Community Working Group (CWG) have been working with the California High Speed Rail Authority (CHSRA) on behalf of the thousands of San Jose residents who live and work along the proposed High-Speed Rail (HSR) alignment in San Jose's Monterey Corridor. It is our understanding that the CHSRA is scheduled to identify a Preferred Alternative (PA) in September 2019, followed by the preparation of an EIS/EIR for the San Jose to Merced Segment, which includes the Monterey Corridor. The purpose of this letter is to request the study of a modified blended trench alternative that we believe will result in an HSR design that avoids or minimizes the adverse effects of the HSR on our community to the greatest extent feasible.

Significance of the Monterey Corridor

The Monterey Corridor area of concern in San Jose extends for a distance of approximately 7.9 miles between Capitol Expressway on the north and Bailey Avenue on the south. It includes Monterey Road, a major four- to six-lane arterial and the UPRR tracks that are utilized by Caltrain, Amtrak, and freight trains. Unless constructed in a manner that will minimize effects, the proposed construction of the HSR in the Monterey Corridor will result in unacceptable significant short- and long-term impacts to those who live and work along the Monterey Corridor. As a way of highlighting the importance of the Monterey Corridor, we note the following:

- Within a 500-foot wide band along the west side of the Corridor, there are more than 2,000 single-family, multi-family, and mobile home residences, many of which are directly adjacent to the UPRR tracks.
- Within a 500-foot wide band along the east side of the Corridor, there are more than 2,400 single-family, multi-family, and mobile home residences, many of which are directly across Monterey Road from the UPRR tracks.
- Assuming an average of 2.5 persons per dwelling unit, there are approximately 11,000 residents living along the Corridor.
- Within 500-feet of the Corridor, noise-sensitive land uses include the above-listed residences, Edenvale Garden Park, Ramac Park, and the Edenvale Library.
- There are hundreds of businesses in the Corridor whose access is directly to/from Monterey Road.
- Within the Corridor, there are three major east-west roadways that intersect with Monterey Road and cross the UPRR tracks at-grade: Chynoweth Avenue, Branham Lane, and Skyway Drive. These

roadways carry substantial volumes of traffic and Skyway Drive is an important emergency response route as San Jose Fire Station #18 is located at the northeast corner of Monterey Road/Skyway Drive.

- There is a large group of black walnut trees that line Monterey Road from San Jose to Gilroy that are designated Heritage Trees. The group of trees, known as Keesling's Black Walnut Shade Trees, is listed in the Santa Clara County Heritage Resource Inventory (approved by the Board of Supervisors 4/20/82) and the California Historical Resources Directory as a State Point of Interest (approved by the State Historical Resources Commission 7/02/85). A plaque marking this historic resource is located adjacent to the UPRR tracks 0.16-mile north of Skyway Drive.
- The Monterey Corridor is part of the El Camino Real, which is designated as California Historical Landmark #784.

Issues of Importance

In view of the above-listed substantial community and environmental resources that are present along the HSR alignment in the Monterey Corridor, we are focusing solutions that will achieve the following key goals to the greatest extent feasible:

- Avoid vehicular, pedestrian and bicycle safety, traffic operation, and emergency response impacts by grade separating Skyway Drive, Branham Lane, and Chynoweth Avenue from the HSR/Caltrain.
- Minimize noise & vibration impacts, both during construction and during the operational phase.
- Minimize right-of-way impacts, especially those that will require the acquisition of residences and/or businesses.
- Maintain access between Monterey Road and local businesses.
- Minimize disruption during construction by avoiding night-time work, requiring the use of low-emission construction equipment, and avoiding prolonged roadway closures/detours.
- Minimizing visual impacts, especially those associated with any elevated facilities.
- Preserving the historic Keesling Trees where feasible.

HSR Alternatives

We understand fully that there are trade-offs on a large project and that there is no such thing as a project with no effects. However, we believe that it is feasible to build an HSR project in the Monterey Corridor that achieves the objectives we listed above.

Similar to what is planned from the San Francisco to San Jose Segment, it is our understanding that a blended HSR/Caltrain system is being considered, which would allow the electrification of Caltrain to expand from south of the Tamien Station to Gilroy. The blended system would substantially reduce the footprint of the project (as compared to separate systems) and would allow for diesel-powered Caltrain engines to be replaced with electric trains, both of which we support.

To further reduce impacts, we request that one of the alternatives studied in the EIS/EIR be one where the HSR/Caltrain tracks are depressed in a trench along the Monterey Corridor between Capitol Expressway and Metcalf Road. This proposed alternative would consist of 3 tracks, with an existing freight track relocated at-grade to the east side of the UPRR right-of-way (i.e., away from the residences) as a first stage. This would

allow for the existing freight, Amtrak, and Caltrain service to continue uninterrupted, which we understand is mandatory. Once this occurs, construction of the 2-track HSR/Caltrain facility would take place in a trench, including retaining walls, in the vacant westerly portion of the UPRR right-of-way.

The advantages of this alternative would be substantial and would include the following:

- Most important, by depressing the HSR/Caltrain tracks, there would be no future at-grade crossings of Skyway Drive, Branham Lane, and Chynoweth Avenue by HSR/Caltrain, which would avoid the traffic, vehicular, pedestrian and bicycle safety, and emergency response impacts of an at-grade design. The only remaining at-grade crossing would be for the occasional freight trains and twice daily Amtrak trains.
- The noise and visual impacts of this design would be much less than an at-grade or elevated system.
- By only depressing the two HSR/Caltrain tracks, we assume that construction would be quicker and less costly than if all three tracks were depressed. Please let us know if this assumption is accurate.

If it is determined that this proposed alternative is not feasible for Capitol to Metcalf, we would respectfully request that it be considered for a shorter segment that would include the intersections of Skyway, Branham and Chynoweth to avoid the significant impacts not having grade separations at these intersections would create.

While we understand that an elevated design alternative, whereby the system is constructed on a viaduct, may have certain advantages, we believe that its visual and aesthetic aspects would be significant and unmitigable, as well as be incompatible with the surrounding uses and the corridor's designation as a California Historical Landmark. While such a design may be acceptable for an industrial or rural setting, it is not desirable for a corridor that is predominantly bordered by residences, especially when there are other feasible options. To this point, we note the permanent adverse visual effects from where BART is elevated on a viaduct through residential areas in various East Bay cities.

Conclusion

We thank you for your consideration of the requests stated in this letter. It is our hope that we can work together with you in achieving our goals and, at the same time, have an improved transportation system. Please contact Karen Lattin at kblattin@comcast.net if you have any questions regarding this letter.

Sincerely,

District 2 Members of the San Jose High-Speed Rail Community Working Group and
Leaders in the San Jose District 2 Neighborhood Leadership Council (D2 NLC)

<u>Karen Lattin</u> CWG D2 NLC Los Paseos Neighborhood	<u>Greg Peck</u> CWG D2 NLC Los Paseos Neighborhood	<u>Amy Georgiades</u> CWG D2 NLC Los Paseos Neighborhood	<u>Patricia Carlin</u> CWG Metcalf Neighborhood	<u>Brian Gurney</u> CWG Tulare Hill HOA
<u>James Patterson</u> CWG Member-at-Large- Oak Grove NA	<u>Manuel Souza</u> CWG Hayes Neighborhood	<u>Barbara Canup</u> Los Paseos Neighborhood	<u>Alan Chan</u> Los Paseos Neighborhood	<u>Russ Failing</u> President- Oak Grove NA
<u>Judy Purrington</u> Friends of Edenvale Library	<u>Perry Henry</u> CCNA	<u>Mila Heally</u> Cottle Lean Neighborhood	<u>Dave Wilkins</u> D2 Resident	<u>Rose Combs</u> D2 Resident
<u>Marie Arnold</u> D2 NLC D2 Resident	<u>Yazmin Rios</u> Edenvale Great Oaks NA (EGOPIC)	<u>Jon Reinke</u> Santa Teresa Foothills Neighborhood Association	<u>John Hesler</u> Santa Teresa Foothills Neighborhood Association	<u>Elvera Faria</u> D2 NLC Cottle/Lean Neighborhood
<u>Herb Bowen</u> Los Paseos Neighborhood	<u>Norma Callender</u> D2 NLC	<u>Janet Walde</u> D2 NLC	<u>Lalbabu Prasad</u> Hayes NA	<u>Jerry Lewis</u> Hayes Neighborhood
<u>Janet Lewis</u> Hayes Neighborhood	<u>Carole Holcomb</u> D2 NLC			

Cc: Boris Lipkin, Northern CA Regional Director, CAHSRA
Morgan Galli, Interim Northern California Regional
Stakeholder Manager, CAHSRA
Mayor Sam Liccardo & San Jose City Council
Santa Clara County Board of Supervisors
John Ristow, Acting Director, San Jose Department of
Transportation
Board of Directors, Peninsula Corridor Joint Powers Board

Senator Jim Beall
Senator Bill Monning

Assemblyman Ash Kalra
Assemblyman Mark Stone
Board of Directors, Santa Clara Valley Transportation
Authority

From: Leigh Cheloha
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Restrooms on Caltrain
Date: Tuesday, March 12, 2019 10:07:14 AM

Please do not consider removing restrooms from CalTrain. They are a lifesaver.

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jesse Atkinson"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Requesting more bike spaces on the electrain trains
Date: Tuesday, March 05, 2019 4:13:55 PM

Dear Jesse,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: Jesse Atkinson [mailto:jesse@jsatk.us]

Sent: Sunday, March 03, 2019 2:04 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net

Subject: Requesting more bike spaces on the electrain trains

First off, thank you for planning a public process on car layouts for the new electric trains. And thank you for uping the number of cars to seven instead of six. We need all the capacity we can get.

However we need seats within view of the bikes. I commute via bike + caltrain every day. Bikes get stolen all the time. My bike is rather nice and I'm already paranoid about being the next victim of bike theft as it is. It's imperative the new trains allow us bike commuters the ability to see our bikes.

Also, we need more bike spaces in general. It's already crowded as it is. We can't afford less. If anything we desparately need more. Today's diesel trains have 77 bike spaces per train on average.

I, and most commuters, cannot afford to be bumped from a bullet train only to take a later and slower train home. This affects our lives in real negative ways as well as the lives of those who depend on us being home when we say we're going to be.

Please add many more bike spots to the new electric trains and please ensure we have seats so we can see our bikes.

Thank you.

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Bikes on Board"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); CalMod@caltrain.com
Subject: RE: Reported bicycle bumps increased 34% last year
Date: Tuesday, March 05, 2019 4:34:47 PM

Dear Bikes ONboard,

Thank you for your continued engagement. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

In 2015, after a two-year outreach effort to our riders that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Bikes on Board [mailto:bikesonboard@sonic.net]
Sent: Friday, March 01, 2019 5:35 AM
To: Board (@caltrain.com)
Cc: cacsecretary (@caltrain.com); Caltrain, Bac (@caltrain.com); CalMod@caltrain.com
Subject: Reported bicycle bumps increased 34% last year

Dear Chair Gillett and Members of the Joint Powers Board,

In 2018, 624 people with bicycles were reportedly denied service, a 34% increase over 2017. Not all bicycle bumps are reported and historical records show that actual bumps may be ten times higher than reported. Staff provided the attached list of service denials voluntarily reported by users via Caltrain's [bicycle bump report form](#) to the Bicycle Advisory Committee at its January meeting.

People who ride Caltrain have stuff they need to bring with them to make Caltrain a viable option. Mothers with babies need space for their strollers, people in wheelchairs need space for their wheelchairs, travelers going to the airport need space for their luggage, and people with bicycles need space for their bicycles. Otherwise all these folks would not be able to ride Caltrain.

Denying service to people with bicycles forces cyclists off the train and back into their cars. Please increase bike capacity on electrified trains to accommodate your most loyal passengers.

Respectfully,
BIKES ONboard Team

Bike Bump 2018 Full Year Report

Timestamp	Date Bumped	Station boarding	Destination	Train #	Direction	Departure Time	Add'l Bikes Bumped
1/30/2018 8:53:03	1/30	22nd St	Mountain View		SB	8:49:00 AM	10
1/30/2018 9:15:35	1/30	22nd St	San Antonio	232	SB	8:50:00 AM	14
1/30/2018 16:54:03	1/30	22nd St	San Mateo		SB	8:49:00 AM	20
1/30/2018 17:28:03	1/30	Menlo Park	San Francisco	269	NB	5:23:00 PM	1
2/9/2018 17:38:52	2/9	Redwood City	22nd St	269	NB	5:29:00 AM	3
2/12/2018 8:26:06	2/12	Palo Alto	San Francisco		NB	8:24:00 AM	2
2/12/2018 8:45:26	2/12	San Mateo	San Francisco	225	NB	8:38:00 AM	5
2/27/2018 9:44:14	2/21	San Francisco	San Jose Diridon	370	SB	5:16:00 PM	12
2/27/2018 17:31:49	2/27	Palo Alto	San Francisco	269	NB	5:20:00 PM	10
2/27/2018 17:34:00	2/27	Palo Alto	San Francisco	269	NB	5:20:00 PM	2
3/6/2018 8:08:36	3/6	22nd St	Palo Alto	324	SB	8:03:00 AM	12
3/6/2018 8:26:02	3/6	22nd St	Mountain View	222	SB	7:51:00 AM	10
3/6/2018 8:27:33	3/6	22nd St	Mountain View	324	SB	8:03:00 AM	6
3/12/2018 8:53:08	3/12	22nd St	Sunnyvale	232	SB	8:51:00 AM	15
3/12/2018 8:54:01	3/12	22nd St	Palo Alto		SB	8:49:00 AM	20
3/12/2018 8:55:17	3/12	22nd St	Palo Alto	232	SB	8:49:00 AM	15
3/12/2018 9:30:19	3/12	22nd St	Palo Alto	232	SB	8:49:00 AM	12
3/19/2018 8:44:17	3/19	San Mateo	San Francisco		NB	8:38:00 AM	5
3/19/2018 16:57:26	3/19	Menlo Park	San Francisco	365	NB	4:53:00 PM	5
3/26/2018 17:46:16	3/26	San Mateo	22nd St		NB	5:40:00 PM	4
3/28/2018 9:01:17	3/28	San Francisco	San Mateo	232	SB	8:45:00 AM	14
3/28/2018 9:03:46	3/28	San Francisco	San Mateo	232	SB	8:45:00 AM	14
4/2/2018 18:26:11	4/2	Menlo Park	San Francisco		NB	6:23:00 PM	4
4/3/2018 17:51:12	4/3	California Ave	San Francisco	269	NB	5:14:00 PM	4
4/12/2018 17:32:21	4/12	Redwood City	San Francisco	269	NB	5:29:00 PM	2
5/8/2018 17:26:51	5/8	Menlo Park	San Francisco		NB	5:25:00 PM	4
5/9/2018 14:54:47	5/7	San Antonio	San Francisco		NB	8:00:00 AM	
5/15/2018 17:25:12	5/15	Menlo Park	San Mateo	269	NB	4:23:00 PM	7

6/5/2018 7:20:02	6/5	Palo Alto	San Francisco	313	NB	7:12:00 AM	1
6/5/2018 17:25:08	6/5	Palo Alto	22nd St	269	NB	5:20:00 PM	2
6/5/2018 17:32:25	6/5	Menlo Park	Redwood City	269	NB	5:23:00 PM	9
6/5/2018 17:34:17	6/5	Redwood City	22nd St	269	NB	5:29:00 PM	4
6/12/2018 8:56:29	6/12	22nd St	Palo Alto		SB	8:50:00 AM	2
6/12/2018 9:15:01	6/12	22nd St	Mountain View	232	SB	8:49:00 AM	1
6/19/2018 17:26:13	6/19	Menlo Park	San Francisco		NB	5:23:00 PM	10
7/9/2018 9:06:17	7/9	Hillsdale	San Francisco	227	NB	8:59:00 AM	3
7/9/2018 9:10:58	7/9	Hillsdale	San Francisco		NB	8:59:00 AM	10
7/10/2018 7:37:02	7/10	California Ave	San Carlos	215	NB	7:17:00 AM	20
7/10/2018 17:42:55	7/10	Redwood City	22nd St	269	NB	5:30:00 PM	0
7/11/2018 17:28:35	7/11	Menlo Park	San Francisco	267	NB	5:27:00 PM	
7/11/2018 17:36:53	7/11	San Carlos	San Francisco	267	NB	5:36:00 PM	
7/16/2018 9:31:19	7/16	San Bruno	San Francisco	225	NB	8:50:00 AM	1
7/23/2018 8:52:33	7/23	22nd St	Sunnyvale	232	SB	8:50:00 AM	
7/30/2018 17:38:58	7/30	Palo Alto	22nd St		NB	5:20:00 AM	10
7/30/2018 17:46:33	7/30	Palo Alto	22nd St		NB	5:20:00 PM	10
7/30/2018 17:48:58	7/23	Palo Alto	22nd St		NB	5:20:00 PM	15
7/31/2018 17:34:23	7/31	San Francisco	Palo Alto		SB	5:38:00 AM	10
8/7/2018 8:43:49	8/7	San Carlos	Mountain View	226	SB	8:40:00 AM	2
8/7/2018 9:10:45	8/7	San Bruno	San Francisco	225	NB	9:50:00 AM	0
8/7/2018 10:00:24	8/7	San Francisco	Palo Alto		SB	9:51:00 AM	
8/16/2018 17:21:47	8/16	California Ave	San Francisco	269	NB	5:14:00 PM	3
8/20/2018 18:09:06	8/20	California Ave	San Francisco	269	NB	5:14:00 PM	15
8/21/2018 17:34:34	8/21	California Ave	San Francisco	269	NB	5:14:00 PM	12
8/23/2018 17:04:30	8/21	Redwood City	Sunnyvale	222	SB	8:21:00 AM	5
8/27/2018 8:34:25	8/27	Hillsdale	Millbrae	323	NB	8:24:00 AM	10
8/29/2018 8:26:00	8/29	Redwood City	Mountain View	222	SB	8:23:00 AM	3
9/5/2018 15:54:37	9/5	Millbrae	Palo Alto	324	SB	8:16:00 AM	
9/5/2018 17:54:12	9/5	Hillsdale	Palo Alto	370	SB	5:43:00 PM	2
9/10/2018 17:31:41	9/10	Menlo Park	San Francisco	269	NB	5:23:00 PM	1
9/11/2018 9:14:28	9/11	San Bruno	San Francisco	225	NB	8:50:00 AM	3
9/11/2018 17:30:56	9/11	Menlo Park	San Francisco		NB	5:23:00 PM	3
9/11/2018 18:18:21	9/11	San Francisco	Mountain View	272	SB	5:27:00 PM	6
9/12/2018 17:32:40	9/12	Redwood City	22nd St	371	NB	5:30:00 PM	9
9/17/2018 17:24:06	9/17	Palo Alto	22nd St	269	NB	5:20:00 PM	6
9/17/2018 17:27:38	9/17	Menlo Park	San Francisco		NB	5:23:00 PM	2
9/18/2018 17:42:12	9/18	Palo Alto	Redwood City	269	NB	5:30:00 PM	25
9/24/2018 17:37:17	9/24	San Francisco	Mountain View	272	NB	5:27:00 PM	10
9/25/2018 20:50:46	9/25	Menlo Park	San Mateo	269	NB	5:23:00 PM	2

10/9/2018 8:38:07	10/9	Hillsdale	San Francisco	225	NB	8:33:00 AM	1
10/9/2018 18:16:39	10/9	So. San Francisco	San Antonio	278	SB	6:09:00 AM	6
10/10/2018 8:29:14	10/10	Palo Alto	San Francisco		NB	8:12:00 AM	7
10/10/2018 8:38:12	10/10	Palo Alto	San Francisco		NB	8:12:00 AM	
10/10/2018 17:36:08	10/10	Palo Alto	22nd St	269	NB	5:20:00 PM	10
10/10/2018 17:40:29	10/10	San Francisco	Mountain View	272	SB	5:27:00 PM	2
10/10/2018 17:40:33	10/10	Menlo Park	San Francisco	269	NB	5:20:00 PM	
10/10/2018 17:48:06	10/10	San Carlos	San Francisco	269	NB	5:33:00 PM	2
10/11/2018 8:18:38	10/11	Hillsdale	San Francisco		NB	8:12:00 AM	6
10/12/2018 19:02:08	10/12	San Francisco	Mountain View	386	SB	6:38:00 PM	0
10/15/2018 17:40:58	10/15	San Francisco	Palo Alto		SB	5:39:00 PM	7
10/17/2018 7:50:53	10/17	Redwood City	Hillsdale		NB	7:50:00 AM	
10/17/2018 17:33:29	10/17	California Ave	San Jose Diridon		SB	5:30:00 PM	3
10/17/2018 17:35:13	10/17	California Ave	San Jose Diridon	262	SB	5:30:00 PM	3
10/18/2018 8:26:40	10/18	Palo Alto	San Francisco		NB	8:12:00 AM	
10/18/2018 17:28:39	10/18	San Francisco	Mountain View	370	SB	5:16:00 PM	2
10/23/2018 8:15:54	10/23	22nd St	Palo Alto	324	SB	8:03:00 AM	
10/25/2018 8:16:26	10/25	Palo Alto	San Francisco		NB	8:12:00 AM	4
11/2/2018 17:16:32	11/2	California Ave	Mountain View	262	SB	5:08:00 PM	2
11/5/2018 8:43:36	11/5	Hillsdale	So. San Francisco	225	NB	8:34:00 AM	3
11/5/2018 8:46:32	11/5	San Mateo	San Francisco		NB	8:37:00 AM	5
11/5/2018 17:23:47	11/5	Palo Alto	San Jose Diridon	262	SB	5:06:00 PM	1
12/4/2018 10:00:04	12/3	Palo Alto	22nd St	269	NB	5:20:00 PM	10

Bike Bump Reports	91
Add'l Bikes Reported Bumped	533
Total (Reports + Add'l Bumps) YTD	624

From: Shirley Johnson
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Lois Kell](#); [Ruth Radetsky](#); [Hartnett, Jim](#); [Mau, Carter](#)
Subject: Re: Public comments help Caltrain - please listen to us
Date: Wednesday, March 20, 2019 9:18:11 AM

Dear Ms. Seamans,

Thank you for your response and welcome to your role as JPB secretary. Congratulations!

I would suggest that the written procedure quoted below is outdated, and I'd encourage that it be updated to align Caltrain with other forward-thinking public agencies. For example, I have displayed slides at BART board meetings and the SFMTA enables the public to display slides.

Caltrain staff has displayed slides during public comment at JPB meetings for literally years and this sudden change in practice is a step backwards. JPB directors are very busy and the public needs to be able to convey information efficiently in a short time. In this day and age, projecting slides is common practice for doing so. Slides displayed during public comment benefit JPB directors, staff, public in the meeting room, and anyone watching the video.

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I respectfully request that Caltrain follow the modern practice of enabling the public to present slides during public comment. Certainly Caltrain wants to take advantage of the technology available today to improve communication between the public and the agency.

Could staff please display the slides I submitted to the CAC secretary at tonight's CAC meeting?

Thank you for your assistance.

With kind regards,
Shirley

On Tuesday, March 19, 2019, 10:07:32 AM PDT, Board (@caltrain.com)
<BoardCaltrain@samtrans.com> wrote:

Dear Dr. Jones, et al, Good Morning,

This is to acknowledge your email and concerns: the public is invited to submit any written materials to the Board or Committee. The recent past instances were not consistent with the Agency's process. The agenda citation is excerpted below and the chair is empowered to set the time limit for public comment.

Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the Committee Secretary. If you have anything that you wish distributed to the Committee and included for the official record, please hand it to the Committee Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Kind Regards,

Dora Seamans

Executive Officer/District Secretary

From: Shirley Johnson

Sent: Tuesday, March 12, 2019 12:05 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Lois Kell ; Ruth Radetsky <ruth@radetsky.org>; Hartnett, Jim <hartnettj@samtrans.com>

Subject: Public comments help Caltrain - please listen to us

Dear Joint Powers Board,

We would like to share the presentation titled "Denying Service to People with Bicycles Costs Caltrain Ridership and Revenue" that we made during general public comment at the March 7 JPB meeting. The attached slides include notes and references. An appendix shows calculations for the \$3 million loss in ticket revenue in 2018 due to insufficient bike capacity.

Staff told us we could display the attached slides at the JPB meeting, but reneged the evening before the meeting, telling us that Caltrain's practice is not to allow slides during public comment. Yet staff have always displayed slides for us at past meetings. It is unfair to withdraw a commitment at the last minute.

Public comments help Caltrain improve and visuals get the point across better. While staff permitted us to provide handouts to the board, neither the JPB nor the audience had the benefit of slides displayed on the screen where we could use a laser pointer to draw attention to important points in the slides. Staff's refusal to display our slides coupled with the JPB chair cutting public comment to one minute for the TIRCP presentation hurt Caltrain's ability to gain insight from passengers.

Public input is critical for better decision making. A salient example is EMU car layout, where staff

decided (with no public input) to design bike cars with no fixed seats within view of bikes, a layout prone to bike theft. It took over a year of public outcry before staff finally conceded to a public process for EMU car layout. Now we're having to go back and fix the faulty layout at a late date, costing Caltrain more money.

Please listen to the public to help avoid future expensive missteps. We request two things in particular:

- (1) Require staff to allow the public to present slides during public comment
- (2) Keep public comment at two minutes per person; do not shorten to one minute

Thank you.

Sincerely,
Shirley

Denying Service to People with Bicycles Costs Caltrain Ridership and Revenue

March 5, 2019

BIKES ONboard Project

SFBCmomentum.org/bob

1

BIKES ONboard is an all-volunteer advocacy group working to improve bicycle access to Caltrain.

Summary

- Bicycle bumps force bike riders off the train and back into their cars
- Bike boardings have plateaued since 2015 (while walk-on boardings continue to rise linearly)
- Caltrain lost over \$3 million in ticket revenue in 2018 due to insufficient bike capacity

Caltrain does not have enough bike capacity and routinely denies service to people with bicycles, known as bicycle bumps.

Bicycle bumps make Caltrain unreliable as a commute option. People need to get to work on time and they need to get home on time. Bike bumps force people off the train and back into their cars onto the overcrowded freeway.

Bike boardings have plateaued since 2015 because bike cars are maxed out. Walk-on boardings continue to rise linearly because walk-ons are allowed to board the train and stand when seats are full.

Caltrain lost over \$3 million in ticket revenue in 2018 due to insufficient bike capacity.

Overcrowded Bike Cars – Rider Survey (2017)

“BIKE CARS ARE OVERCROWDED DURING RUSH HOUR AND SOME BIKES CANNOT FIT ONBOARD WHICH IS UNACCEPTABLE”

“BIKES ARE TURNED AWAY AT 22ND EVERY DAY, DISCOURAGING USE.”

“WISH YOU WOULD MAKE MORE ROOM FOR BIKES. IT SUCKS WHEN YOU'RE NOT LET ONTO A TRAIN BECAUSE THE BIKE CAR IS FULL.”

“I LOVE RIDING THE TRAIN. MY ONE CONCERN IS THE LACK OF BIKE SPACE. I HAVE SEEN PEOPLE GET REFUSED BECAUSE THE BIKE CARS WERE FULL.”

“IT'S GETTING SUPER CROWDED AT PEAK TIMES, HARD TO GET BIKES ON AT MANY STOPS. “

“MANY TRAINS DURING MY COMMUTE ARE AT OR ABOVE CAPACITY FOR BICYCLES, RESULTING IN "BUMPING"”

There is ample evidence the bike cars are overcrowded. These are a sampling of quotes from Caltrain's 2017 rider satisfaction survey.

Reference

2017 Customer Satisfaction Survey Comments:

<http://www.caltrain.com/AssetFactory.aspx?did=10350>

Social Media Customer Complaints – Maxed Out Bike Cars

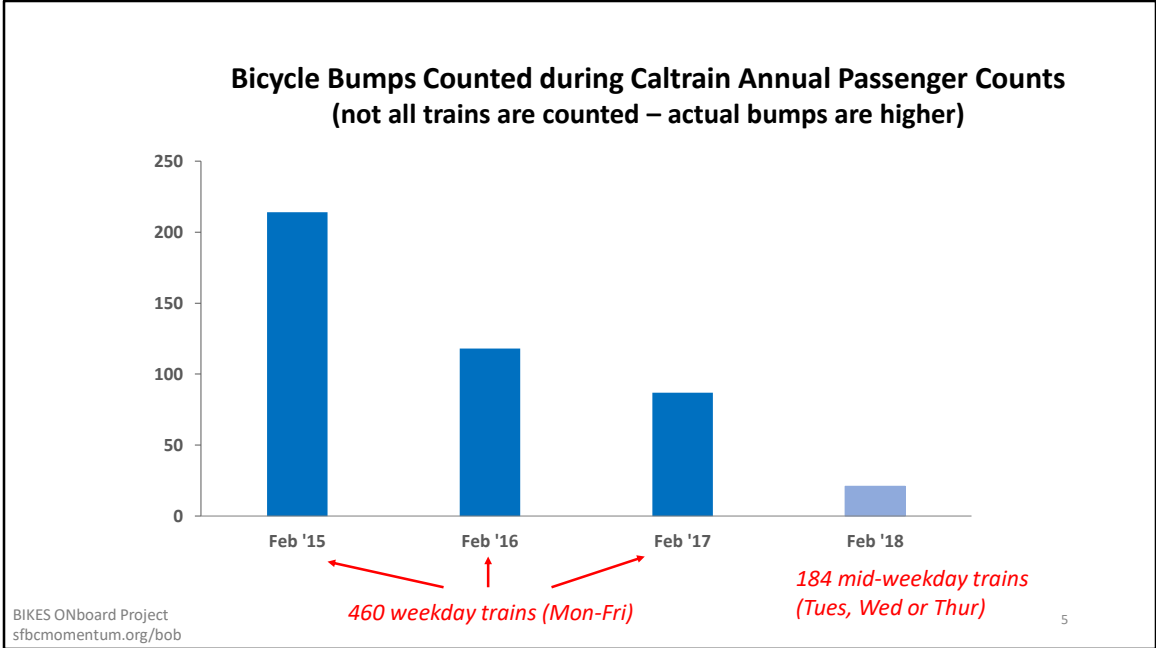


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sfbcmomentum.org/bob

4

There are many complaints on social media. One person was late for work three times in a week due to getting bumped. Another was late for a Caltrain policymaker working group because she got bumped. Another states “what’s old is new again.” In other words, major bike bumping is back due to constrained bike capacity.

These loyal customers can take service denials only so much before they abandon the train for more reliable commute options.

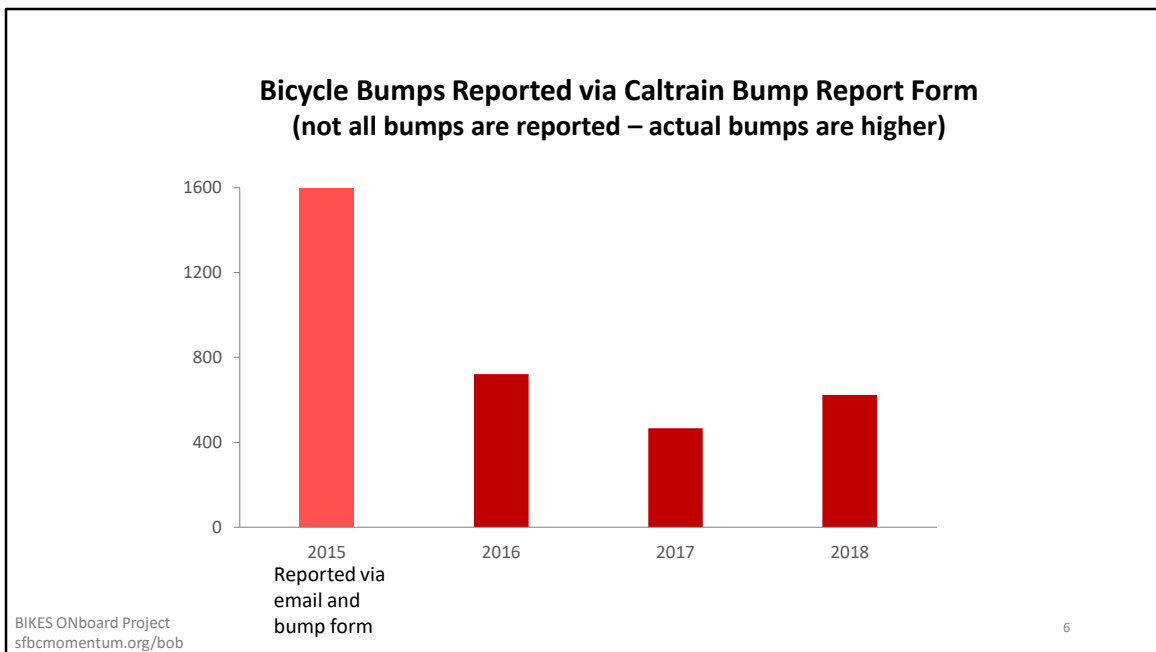


This graph shows bicycle bumps that Caltrain counted during its February annual passenger counts. Even in the wet winter month of February, bike cars are maxed out and people with bikes are denied service. Actual bumps are higher than shown because Caltrain counts only a sampling of trains, not all trains.

Bumps were highest in 2015. In 2016, Caltrain added a third bike car to Bombardier trains and bumps dropped in 2016 and 2017. The data in 2018 are not really comparable because Caltrain changed its method in 2018 and counted fewer trains.

Reference

Caltrain Annual Passenger Counts:
<http://www.caltrain.com/about/statsandreports/Ridership.html>



This graph shows a more complete picture. These are bicycle bumps voluntarily reported by Caltrain users for the full year shown. Users report bumps via the Caltrain bump report form: <http://www.caltrain.com/riderinfo/Bicycles/BikeBumpForm.html>

The data show the same trend as the previous graph for 2015, 2016, and 2017, but bumps are on the rise in 2018. Increasing bicycle bumps force people with bikes off the train and back into their cars.

Caltrain released the bike bump report form partway into 2015, so the data shown for 2015 include reports from the form as well as email reports to the Joint Powers Board (Caltrain board).

Not everyone knows that they are able to report bumps and many bumps go unreported. There are many more actual bumps than shown in the graph above. Bicycle bumps deter people from riding Caltrain, costing Caltrain ridership and revenue.

References

Annual Reported Bicycle Bumps from Caltrain's Bike Bump Report Form:

2015:

http://www.caltrain.com/Assets/_Public+Affairs/Government+Affairs/pdf/Bike+Bump+Report+for+CY+2015.xlsx

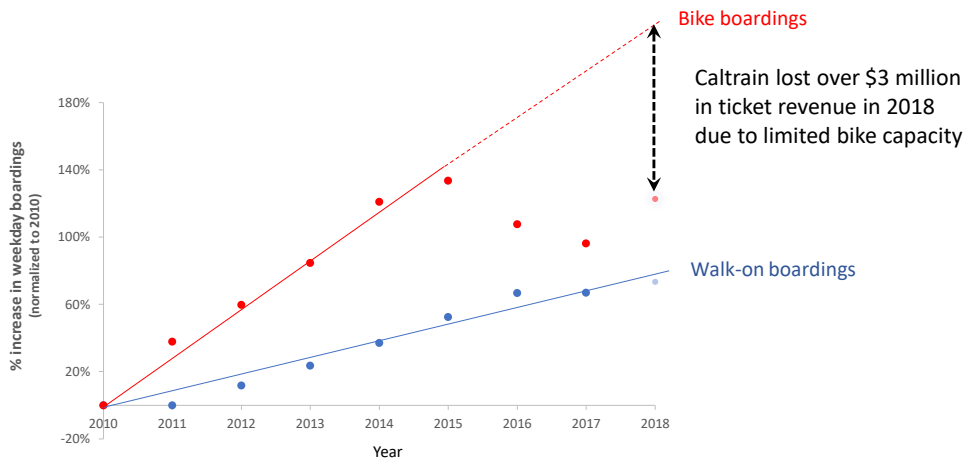
2016:

http://www.caltrain.com/Assets/_Public+Affairs/Government+Affairs/pdf/Bike+Bump+Report+2016+-+Full+Year.xlsx

2017: http://www.caltrain.com/Assets/BAC/pdf/BAC+Bike+Bump+Report_2017+Full+Year.pdf

2018: http://www.caltrain.com/Assets/Bike+Bump+Report+2018_Full+Year+1.17.19.pdf

Increase in Weekday Boardings per Caltrain Annual Passenger Counts



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7

This graph shows the percentage increase in weekday boardings according to Caltrain's annual passenger counts. On the vertical axis is percent increase in boardings normalized to 2010. The horizontal axis shows year.

The data points for 2018 are for mid-weekday (Tues-Thurs) ridership due to Caltrain changing its counting method, whereas all other years are weekday (Mon- Fri) ridership. Mid-weekday ridership tends to be slightly higher.

The blue line shows walk-on boardings. There is a steady linear rise in walk-on boardings, even though seats are full on some peak trains. Walk-on boardings continue to rise, because people are allowed to stand when seats are full.

The red line shows bike boardings. Bike boardings were growing faster than walk-on boardings and this trend should have continued, but bicycle bumps forced people with bikes off the train and bike boardings fell off.

If bike boardings had been unconstrained the way walk-on boardings are, the linear rise would be expected to continue. Because bike boardings were constrained by limited onboard bike capacity, Caltrain lost over \$3 million in ticket revenue in 2018 alone.

References

Caltrain Annual Passenger Counts: <http://www.caltrain.com/about/statsandreports/Ridership.html>
Average ticket price = \$4.80: <http://www.caltrain.com/AssetFactory.aspx?did=11633>

Advocates Protest Rollback in Caltrain Bike Capacity

By Roger Rudick | Sep 14, 2017 | 45



BIKES ONboard Project
sfbcmomentum.org/bob

Despite promises, it looks as if Caltrain still plans to decrease space for bikes on its future electric trains.

8

Here's an article from Streetsblog: <https://sf.streetsblog.org/2017/09/14/advocates-protest-rollback-in-caltrain-bike-capacity/>

There is little wonder that advocates protest the rollback in Caltrain bike capacity. In fact anyone concerned about Caltrain ticket revenue should also protest the rollback in Caltrain bike capacity.

This rollback refers to reducing bike capacity on electrified trains to 72 bikes per train from today's 77 bike space per train.

The good news is with seven-car electric trains, Caltrain can hold 84 bikes per train to meet the board-mandated 8:1 ratio of seats to bike spaces per train. This will keep the board's 2015 promise to the public for more bike capacity and bring Caltrain millions of dollars more ticket revenue every year.

The bad news is that staff are saying the 8:1 ratio doesn't apply anymore: http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/Board+of+Directors/Presentations/Update+on+TIRCP+Project+-+EMU+Configuration.pdf

Appendix: Calculations for lost revenue in 2018 due to constrained bike capacity

- Slide 6: Extrapolated weekday bike boardings to 2018 = 220% over 2010 boardings
- 2010 bike boardings were 2659
- 220% of 2659 is 8500 boardings each weekday in 2018, if bike capacity had been unconstrained
- Actual mid-weekday boardings counted in 2018 = 5919 per Caltrain's annual passenger counts.
- $(8500-5919)$ bike boardings lost/weekday x 261 working days per year x \$4.80/boarding = \$3.2 million in ticket revenue lost in 2018 due to constrained bike capacity

Contact us: bikesonboard@sonic.net

From: Shirley Johnson
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac@caltrain.com); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com); [Lois Kell](#); [Ruth Radetsky](#); [Hartnett, Jim](#); [Mau, Carter](#)
Subject: Re: Public comments help Caltrain - please listen to us
Date: Wednesday, March 20, 2019 9:18:11 AM

Dear Ms. Seamans,

Thank you for your response and welcome to your role as JPB secretary. Congratulations!

I would suggest that the written procedure quoted below is outdated, and I'd encourage that it be updated to align Caltrain with other forward-thinking public agencies. For example, I have displayed slides at BART board meetings and the SFMTA enables the public to display slides.

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Kind Regards,

Dora Seamans

Executive Officer/District Secretary

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Sent: Tuesday, March 12, 2019 12:05 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>; CalMod@caltrain.com; cacsecretary [@caltrain.com] <jpbcacsecretary@samtrans.com>; Lois Kell ; Ruth Radetsky <ruth@radetsky.org>; Hartnett, Jim <hartnettj@samtrans.com>

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Thank you.

Sincerely,
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From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Kyle Barlow"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Public comment: Bicycle capacity aboard Caltrain's electrified fleet
Date: Wednesday, March 06, 2019 5:48:31 PM

Dear Kyle,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Kyle Barlow
Sent: Tuesday, March 05, 2019 6:00 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Public comment: Bicycle capacity aboard Caltrain's electrified fleet

I am writing as a passenger who commutes via Caltrain every day out of concern for the environment and my own time. I'm forced to bring a bike on board due to the abysmal public transit connections available to solve the Peninsula's last mile problem, and because Caltrain and partner agencies have failed to provide secure bicycle parking or reliable bike share at my destination station. I wouldn't be able to commute via Caltrain without bringing my bike on board, and this onboard capacity is already pushed to the limit at the current ratio of seats to bikes.

Allowing passengers to bring their own bikes on board Caltrain has been the only consistent, reliable solution for my and many others commute, and the current ratio of seats to bikes should be maintained on Caltrain's electric fleet. I would be happy to rely on bikeshare or bicycle parking instead of bringing my bike on board; in fact, I have had an active application for Caltrain's secure bicycle parking pending for years and have received no response. Nor have I seen any progress in implementation of the bicycle parking management plan adopted over a year ago.

Without showing the ability to deliver real improvements in wayside facilities (including bike parking and bike share), after many years of having the opportunity to do so, the board is in no position to reduce the seat to bike ratio aboard the future fleet. Either plan to at least maintain the current ratio, or please show that you can actually deliver on other wayside facility improvements by starting to finally do so.

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Rose Rustowicz"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Protect Caltrain bike capacity
Date: Tuesday, March 05, 2019 4:04:11 PM

Dear Rose,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Rose Rustowicz
Sent: Wednesday, February 27, 2019 3:04 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Protect Caltrain bike capacity

Caltrain,

Thank you for planning a public process on car layout for the electric trains. As a bike owner and commuter, I see the extreme important of having seats where bike owners can see their bikes. I've had experiences in the past with people trying to steal bikes, and it is crucial that owners have the ability to keep an eye out in order to prevent this theft.

I send another thank you for planning to run the seven-car rather than six-car electric trains! I have also had experience with heavy loads on the train, especially during commute hours, and a seventh train will allow more people to get where they need to be. Again with an emphasis as a bike owner, I've also had experiences where people cannot physically get on the train with their bike due to full capacity. It's critical that this seventh car be equipped with more bike space!

Thank you,
Rose Rustowicz

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Donna Weber"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Please take care of cyclists
Date: Wednesday, March 06, 2019 5:51:00 PM

Dear Donna,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Donna Weber
Sent: Tuesday, March 05, 2019 6:08 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Please take care of cyclists

I have been riding Caltrain regularly since 2009 and would greatly appreciate your attention in the coming changes to take care of cyclists and our bikes.
I bring my bike on the train because I need to ride it at both ends of my travels.

Considerations:

- Walk-on boardings continue to increase because walk-ons are allowed to stand when seats are full, but bike boardings have leveled off due to limited bike capacity
- Maxed out bike cars and bicycle bumps force people with bikes off the train and back into their cars, costing Caltrain over \$3 million in lost ticket revenue in 2018 alone
- Ridership projections show that over 20% of passengers would bring bikes on board in 2022 if bike capacity were not limited
- If the 8:1 ratio of seats-to-bike spaces no longer applies as Caltrain staff claims, then let's go with a 5:1 ratio, or 132 bikes per seven-car train, to meet projected demand
- With significant improvements in wayside facilities including bike parking and bike share, however, we could compromise to 84 bikes per seven-car train, which would meet the 8:1 ratio mandated by the Board in 2015

Thanks,
Donna

Donna Weber |

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Peter Diaz"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: New Electric Trains Bike Capacity
Date: Tuesday, March 05, 2019 3:47:34 PM

Dear Peter,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Peter Diaz [mailto:pdiaz@mercyhsb.com]
Sent: Wednesday, February 27, 2019 9:46 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: New Electric Trains Bike Capacity

Hello Caltrian,

First, thank you for planning a public process on car layout for electric trains. I do want to emphasize while in the process bike riders do need seats within view of their bikes. Bikes have been stolen in the past.

Second, thank you for considering a seven-car train. This will definitely increase ridership. I would bring to your attention that with a seven-car train there needs to be 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Current diesel trains have 77 bikes spaces per train average.

Lastly, bike riders are often bumped today, so we really need more bike capacity in 2022 when electric trains start running.

As someone who has been riding Caltran now for 15 years with my bike, I really appreciate all your efforts to work with all commuters.

Sincerely,
Peter Diaz

--

Peter Diaz
Service Learning Coordinator
Religious Studies
Mercy High School
(650) 762-1108 (Voice mail)

Email disclaimer

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From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Martin MacKerel"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Bikes on Board](#)
Subject: RE: need proper support for bikes on trains
Date: Tuesday, March 05, 2019 3:54:07 PM

Dear Martin,

Thank you for your continued feedback. Caltrain believes bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Martin MacKerel
Sent: Tuesday, March 05, 2019 12:51 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [caltrain.com]; Bikes on Board
Subject: need proper support for bikes on trains

I feel like a broken record. Periodically I say the same thing: I live in SF, I used to commute by Caltrain and bike to the South Bay as often as daily, but now do it rarely. Nevertheless, on those occasions that I do, it's usually for business so punctuality is vital. And it's certainly possible that I might take a job in the South Bay in the future. Therefore I want to make sure that bike plus Caltrain is a viable transportation option.

We need to maintain the ratio for seats to bike spaces, there need to be seats in view of the bikes, and we need more bike capacity overall, since passengers with bicycles do sometimes get bumped from the trains today.

Thank you for electrifying Caltrain and for planning a public process around the cars and layout for the electric trains. Please take my points above to heart when designing the new cars.

Thank you,
Martin MacKerel

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Kelli Shields"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: More Bike Capacity on New, Longer Trains
Date: Tuesday, March 05, 2019 3:59:54 PM

Dear Kelli,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Kelli Shields [mailto:shields.kelli@gmail.com]
Sent: Wednesday, February 27, 2019 12:09 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More Bike Capacity on New, Longer Trains

Thank you for reconsidering having fixed seats within view of bikes on trains- I look forward to being part of that public process. Bike theft is a major concern for many of us. Being in view of bikes while riding is a big detractor to bike theft, and makes folks more comfortable and willing to travel by train/bike.

Another concern is bike capacity on the new trains.

Seven-car electric trains are a big improvement over six-car trains, because bike riders are often bumped, which makes it less likely for folks like me to use Caltrain as a transportation option. Increasing bike capacity on the new longer trains is a critical improvement in the new electric train plan.

We need a minimum of 84 bike spaces per train to meet the 8:1 seats-to-bike space mandate. Please support making this happen to make Caltrain a viable and attractive transportation option for those of us who rely on our bicycles to get where we need/want to go.

Thank you,
Kelli Shields

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Drew Abernathy"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: More Bike Capacity on Electrified Trains
Date: Tuesday, March 05, 2019 3:55:59 PM

Dear Drew,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Drew Abernathy [mailto:andrew.dr.abernathy@gmail.com]
Sent: Wednesday, February 27, 2019 10:43 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: More Bike Capacity on Electrified Trains

Hello Caltrain,

Thank you for continuing to include bicyclists in your future electrified train layout planning. Thank you as well for planning to increase car-count to 7 cars.

As a daily Caltrain rider who relies on my bicycle for the first and last few miles of my commute, I want to emphasize the importance of adequate bike capacity on Caltrain. I truly believe that bicycles are the best means of local transportation to/from commuter rail like Caltrain. The fewer cars, buses and cabs needed for passengers coming and going to/from Caltrain, the better the traffic situation for the entire community (and Caltrain stations in particular).

For that reason, I implore Caltrain to please plan to increase bike capacity of future electrified trains to at least 3 bike cars with at least 84 bike spaces per train. Today's trains have 77 bike spaces, and I can tell you from personal experience that they are routinely at capacity.

I have personally been bumped from trains due to bicycle overcrowding on numerous occasions. The increase in capacity on some of the rush-hour trains over the last few years has been a welcome relief, but demand will continue to increase. Failing to meet future bike capacity demands will result in poorer service for the community, and an overall worse traffic situation at Caltrain stations.

On a final note, it is imperative that bicyclists have at least a few seats in the on-board bike spaces. Even if every biker is not able to sit in this area, the presence of even a few fellow bikers helps to ensure the safety of our bikes by discouraging bike theft on-board Caltrain -- a known issue.

Thank you for your continued consideration! We truly appreciate you keeping bicyclists in mind. I feel so lucky to have access to such a great service as Caltrain for my daily commute.

All the Best,
Drew

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Bert Hill"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); CalMod@caltrain.com
Subject: RE: Letter of Appreciation of Improvements for Electrified Caltrain
Date: Tuesday, March 05, 2019 4:27:39 PM

Dear Bert,

Thank you and the San Francisco Bicycle Advisory Committee for your continued input and engagement. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you and the Committee for your continued work and dedication. Your feedback is

valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Bert Hill [mailto:echill@sfhills.org]
Sent: Monday, February 04, 2019 12:22 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Letter of Appreciation of Improvements for Electrified Caltrain

Peninsula Corridor Joint Powers Board

Dear Chair Gillian Gillett and Directors;

Please find attached, a letter of appreciation from the San Francisco Bicycle Advisory Committee



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

January 28, 2019

To: Peninsula Corridor Joint Powers Board

Subject: **In appreciation of improvements for electrified Caltrain**

Dear Chair Gillett and Directors of the Joint Powers Board,

The San Francisco Bicycle Advisory Committee (SF BAC) would like to thank you for listening to the public and taking the following actions:

- (1) purchasing more electric multiple units (EMUs) to run seven-car electric trains,
- (2) announcing that a public process will be used for EMU layout,
- (3) eliminating hanging bikes and providing dedicated wheelchair space in every car,
- (4) approving the 2017 Bicycle Parking Management Plan, and
- (5) hiring a Principal Planner to implement the Bicycle Parking Management Plan.

The SF BAC approved a resolution on October 23, 2017 calling for increased capacity and better car layout on electrified Caltrain, attached to this letter. The resolution was endorsed by eight organizations including the San Francisco Bicycle Coalition, California Bicycle Coalition, TransForm, Livable City, South San Francisco Pedestrian and Bicycle Advisory Committee, Bike San Mateo County, and Cycle California! Magazine. Our chair presented the resolution to the Joint Powers Board at its meeting on December 7, 2017.

To reiterate, our resolution concluded with the following statements:

THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space; and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.

We applaud Caltrain for following most recommendations in our resolution and encourage you to follow the remaining recommendation to provide **at least 84 bikes spaces per train distributed among all cars to allow seats within view of bikes.**

Thank you for your support of bicycles to solve the first/last mile problem for Caltrain passengers. We appreciate your leadership in fighting climate change through green commuting.

Sincerely,

A handwritten signature in black ink that reads "Bert Hill".

Bert Hill
Chair, San Francisco Bicycle Advisory Committee



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

ADOPTED AT SAN FRANCISCO BICYCLE ADVISORY MEETING ON JANUARY 28, 2019 BY THE FOLLOWING VOTE:

AYES: Marc Brandt (D3), Melyssa Mendoza (D5), Mary Kay Chin (D6), Bert Hill (D7), Paul Wells (D10), Jeffrey Taliaferro (D11)

NAYS: None

ABSTENTIONS: None

ABSENT: Charles Defarges (D2), Anne Brask (D4), Diane Serafini (D8), Catherine Orland (D9); District 1 is Unassigned

Attachment

SAN FRANCISCO BICYCLE ADVISORY COMMITTEE

RESOLUTION: CALLING FOR INCREASED CAPACITY AND BETTER CAR LAYOUT ON ELECTRIFIED CALTRAIN

WHEREAS, Caltrain, the San Francisco Peninsula rail transit service, provides a vital public transportation link serving the City and County of San Francisco and has provided onboard carriage of bicycles since 1992; and

WHEREAS, Caltrain's onboard bicycle service allows passengers to reach their origin stations and their final destinations without using motorized transportation on either end of their commutes, taking the burden off heavily subsidized feeder buses and shuttles; and

WHEREAS, Caltrain's onboard bicycle service is socially and economically beneficial in eliminating reliance on the automobile, thereby effecting reductions in petroleum use, traffic congestion, pollution, and climate change; and

WHEREAS, Caltrain's plans to modernize its service with electrified trains in 2021; and

WHEREAS, Caltrain's onboard bicycle service reduces demand for expensive new parking lots or parking structures, and Caltrain predicts that a number of its parking lots will be unable to handle demand after Caltrain has been electrified; and

WHEREAS, 16% of Caltrain passengers bring their bikes on board and 1% park their bikes at the stations according to the 2014 Caltrain Onboard Passenger Survey; and

WHEREAS, 88% of bikes-on-board passengers need their bikes at both ends of their trips according to the 2016 Bike Car Intercept Survey; and

WHEREAS, Caltrain's onboard bicycle service is so popular that customers with bicycles routinely get left behind on the platform or 'bumped' due to insufficient onboard bike capacity while all walk-on passengers are allowed to board; and

WHEREAS, in 2015, the Joint Powers Board unanimously approved an increase in bike capacity on electrified trains with an onboard ratio of 8:1 seats-to-bike-spaces, overriding Caltrain staff's recommendation of 9:1 (same as today); and

WHEREAS, the difference between 9:1 and 8:1 corresponds to an 11% increase in bike capacity, or 84 bike spaces and 672 seats per train; and

WHEREAS, Caltrain staff plans only 72 bike spaces and 567 seats per six-car electrified train, technically meeting the 8:1 ratio but reducing bike capacity compared with an average of 77 bike spaces per train today; and

WHEREAS, six-car diesel trains today have an average of 741 seats per train; and

WHEREAS, in 2021, Caltrain plans to run a mixed fleet with 33% seven-car diesel trains having 910 seats and 72 bike spaces per train to cover up the inadequate seat count of electrified trains; and

WHEREAS, Caltrain staff obfuscates the capacity loss per electrified train by focusing on one more train per peak hour in 2021; and

WHEREAS, the additional train in 2021 will result in only 10.3% more seats per peak hour, while walk-on ridership is projected to be 23.9% higher based on the average annual increases over the last decade; and

WHEREAS, the additional train in 2021 will result in only 12.5% more bike spaces per peak hour, while bike boardings are projected to be 42.9% higher based on the average annual increases over the last decade; and

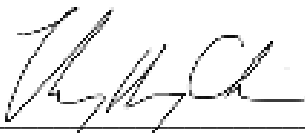
WHEREAS, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

WHEREAS, bicyclists need to sit within view of their bikes to guard against theft; and

WHEREAS, Caltrain electrification is a \$2 billion program that will have woefully inadequate passenger capacity in 2021 especially for bikes-on-board passengers, and staff is proposing an untenable car layout, and staff's plan does not meet the board's 2015 directive for more bike capacity per train;

THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space; and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.



Mary Kay Chin, Vice-chair

ADOPTED ON OCTOBER 23, 2017 BY THE FOLLOWING VOTE:

AYES: Brask, Chin, Deffarges, Orland, Serafini, Taliaferro, Warner, Wells

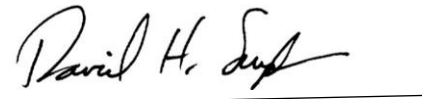
ABSENT: Brandt, Hill, Mendoza

We, the undersigned, endorse the resolution calling for increased capacity and better car layout on electrified Caltrain, approved by the San Francisco Bicycle Advisory Committee on October 23, 2017.



Brian Wiedenmeier
Executive Director

San Francisco Bicycle Coalition



Dave Snyder
Executive Director

California Bicycle Coalition



Stuart Cohen
Executive Director

TransForm



Tom Radulovich
Executive Director

Livable City



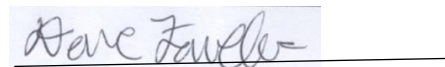
Cassandra Woo
Chairperson

South San Francisco Pedestrian and Bicycle Advisory
Committee



Steve Vanderlip
Chairman

Bike San Mateo County



Dave Favello
Chair

BART Bicycle Advisory Task Force



Tracy Corral, Bob Mack
Publishers

Cycle California! Magazine

From: Tubridy/ Hashisaki
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Hashisaki/ Tubridy](#)
Subject: Kudos
Date: Friday, March 08, 2019 7:21:14 PM

Dear Members of the Board:

On February 25, 2019, while disembarking from the San Francisco to Mountain View Caltrain I left my wallet on the train. Fortunately, when I called the Customer Service number, I reached a wonderful employee named Malia (or Melia, I'm not sure how to spell her name). She took my information and immediately understood that, since I was returning home to Seattle the next day, it was important to try to find the wallet quickly. A conductor searched the train three times and was able to find the wallet. Malia worked on contacting me at a local number, then arranged for me to pick up the wallet from a security person named Rich at the San Jose station. Three hours after losing the wallet, I met Rich at the arranged time and I was able to return home with my wallet and all its contents.

My friends, who helped with contacting Caltrain and with the driving to the pick up, and I were impressed by Caltrain's responsiveness, professionalism, and kindness, as embodied by the lovely and organized Malia and Rich. I hope that you are able to find them and give them the appropriate recognition along with my gratitude.

Sincerely yours,
Gerrie Hashisaki

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Kash"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Increase bicycle capacity on electrified trains
Date: Tuesday, March 05, 2019 4:08:44 PM

Dear Kash,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: Kash [mailto:kash@warmplanetbikes.com]

Sent: Thursday, February 28, 2019 8:05 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net

Subject: Increase bicycle capacity on electrified trains

Please increase bicycle capacity onboard electrified trains.

Please include the following in your upgraded train design:

1. Passenger seating in view of bikes to prevent theft. You wouldn't ask people to leave their laptops and bags where they couldn't watch them, bikes are no different.
2. 84 bike spaces per 7 car train. The board has mandated an 8:1 ratio, this capacity will achieve that.
3. Consider increasing capacity to more than 84 bike spaces to match potential demand. People get bumped off the trains and that means more capacity is needed, get ahead of the curve no and you won't keep getting angry emails in 2022 when the electric trains come online. :)

--

We're open Tuesday-Friday 8am-7pm, Saturday 11-5, Sunday and Monday by appointment -Kash

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Kevin Wang"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Electric trains need 8:1 seats to bike spaces
Date: Tuesday, March 05, 2019 3:55:21 PM

Dear Kevin,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Kevin Wang [mailto:kjw@leftsock.com]
Sent: Wednesday, February 27, 2019 10:24 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electric trains need 8:1 seats to bike spaces

Thank you for planning a public process on car layout for electric trains. To prevent theft, we need seats within view of bikes.

Thank you for planning to run seven-car (instead of six-car) electric trains.

Today's diesel trains have 77 bike spaces per train on average. Bike riders are already being bumped today. We need more bike capacity in 2022 when electric trains start running.

Furthermore, seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.

- Kevin

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Madeline Sides"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Electric Train Planning and Bikes
Date: Tuesday, March 05, 2019 4:10:54 PM

Dear Madeline,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Madeline Sides [mailto:madelinesides@gmail.com]
Sent: Sunday, March 03, 2019 10:30 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Electric Train Planning and Bikes

Dear Caltrain Board,

I am a daily Caltrain commuter from San Francisco to Mountain View. First of all, thank you for planning a public process on car layout for electric trains and thank you for planning to run seven-car electric trains. The service and usefulness of Caltrain makes my commute possible.

As a bike commuter, I want to emphasize the importance of bike capacity planning when laying out new electric trains. First, I want to remind you of the importance of seats within view of bikes. This is necessary to encourage use of the Caltrain and bike cars- without the opportunity to securely bring my bike onboard, I would need to drive and park at the Caltrain station in SF, which is certainly undesirable for the neighbors of the Caltrain station.

I want to also remind you of the board-mandated 8:1 ratio on Caltrain cars of seats-to-bikes. The new seven car trains should be planned to accommodate this ratio to ensure that all users can bring bikes on board. Today's diesel trains have 77 bike spaces per train on average. Even with 77 spaces, we still experience bike bumps throughout the route.

I sincerely hope that you take the needs of bikers into consideration for your planning such that in 2022 when electric trains start running, bikes will continue to be a useful part of the transportation chain.

Best wishes,
Madeline Sides
SF Resident

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Ryan S"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Caltrain's Future Bike Capacity
Date: Tuesday, March 05, 2019 4:11:19 PM

Dear Ryan,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Ryan S [mailto:mailrmschaub@gmail.com]
Sent: Saturday, March 02, 2019 5:48 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Caltrain's Future Bike Capacity

Hello all,

It blows me away that the Caltrain board is considering new cars with fewer bike capacity than the current cars offer (per six-car train). Over time, biking on Caltrain has only become more popular, so why is the board considering reducing bike accommodations for the next generation of trains? It makes no sense.

As a bike commuter that uses Caltrain daily, I frequently get bumped from trains during rush hour, as do many other bike commuters. This is especially true in the summer. Please consider increasing bike capacity on the next generation of Caltrain trains.

Thanks and take care,
Ryan Schaub

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jon Hills"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Caltrain bike capacity/layout
Date: Tuesday, March 05, 2019 3:52:54 PM

Dear Jon,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: Jon Hills [mailto:hills.jon@gmail.com]

Sent: Wednesday, February 27, 2019 10:12 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com);
bikesonboard@sonic.net

Subject: Caltrain bike capacity/layout

Caltrain team,

I'm very excited about the electrification of Caltrain, it will yield a huge environmental benefit and offers an opportunity to update the cars. I read about your plan for bicycle commuters and I hope you will reconsider both the number of bike spaces as well as layout of the new cars. Like many others, my daily Caltrain ride relies on being able to bring my bike so I can commute the last 4 miles that I need to get to work. As of today, bike cars are packed to capacity, and the majority of the time, there is no seating in the bike car. When I don't have a seat in the bike car, I stand up and check the aisle to make sure my bike isn't being taken at every stop. My bike isn't expensive by any means, but the risk of being fired for missing work, or having to purchase another used bike don't give me another option. I believe that reducing the number of bike spaces from 77 to 72, as well as removing all seating in the bike car, is very misguided. If anything, considering the ever increasing ridership of Caltrain, the number of bike spaces should be increasing with new cars, especially since we have the ability to set these numbers as a part of the design. A reduction in bike spots could force riders like myself to drive a vehicle to commute, not out of convenience but out of necessity.

I don't mean to come off as angry or entitled. I am so thankful for the service that Caltrain provides for its riders. In terms of supporting bicyclists, haven't seen anything like it in the cities I've lived in and I think it is so fantastic. You've created an incredible democratic transportation system, tackling economic and environmental issues along the way. I want Caltrain to continue developing in what I think is the correct direction, and seeing what has been planned for bicycle commuters has been so disappointing. I know you're working hard to make Caltrain the best it can be and there are many disparate design inputs, but I ask that you use this opportunity to make improvements for bicyclists on Caltrain rather than reductions.

best,
jon

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Catherine Breen"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: CalTrain bike capacity
Date: Tuesday, March 05, 2019 3:50:40 PM

Dear Catherine,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Catherine Breen [mailto:catherine.m.breen@gmail.com]
Sent: Wednesday, February 27, 2019 9:52 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: CalTrain bike capacity

Dear CalTrain,

Thank you for planning a public process on car layout for electric trains. I ride my bike to the caltrain every morning, and it's important to me that we have seats within view of bikes. Seven-car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces.

Thank you,
Catherine Breen

From: [Low, Lori](#)
To: [Board \(@caltrain.com\)](#); "[georgehalet@gmail.com](#)"
Subject: RE: Caltrain Bicycle Capacity
Date: Tuesday, March 05, 2019 4:03:10 PM
Attachments: [image001.png](#)

Dear George,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Board (@caltrain.com)
Sent: Wednesday, February 27, 2019 12:47 PM
To: Caltrain, Bac (@caltrain.com)
Subject: FW: Caltrain Bicycle Capacity

Best,

Cindy Mamaradlo-Gumpal

Executive Office

1250 San Carlos Ave.

San Carlos, CA 94070-3006

Direct Line: (650) 508-6279

Cell: (650) 465-1058

Email: gumpalc@samtrans.com



From: George Halet [<mailto:georgehalet@gmail.com>]
Sent: Wednesday, February 27, 2019 9:55 AM
To: Board (@caltrain.com)
Subject: Caltrain Bicycle Capacity

Dear Caltrain Board

I ride Caltrain from San Mateo to South SF with my bike, usually at off-schedule, and the ability to take my bicycle on board is a huge advantage that I deeply appreciate. I am grateful to not have to drive my car to work for many reasons.

Since I travel at off-schedule, usually leaving at around 6 am, I don't have to contend with being bumped, but I remember when I used to go from Hillsdale, gas prices soared and everybody was getting bumped. I bought a folding bike and put it in the luggage rack. I would do it again if I had to, but this approach is not scaleable - it would create other problems.

I have heard that you have reconsidered the need for seating within view of bikes and that's great, but the fact that it was ever a consideration is concerning.

It's a shame that pedestrian and bicycle passengers are fighting over this space when we're all trying to use Caltrain and minimize congestion. The capacity is too small across the board.

Until then, it seems like a **bad idea to cut back on bicycle capacity.**

Regards
George Halet

From: Roland Lebrun
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [VTA Board Secretary; clerk@sfcta.org](mailto:clerk@sfcta.org); [MTC Commission](#); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary@caltrain.com); [SFCTA CAC](#)
Subject: Caltrain 3/7 Board meeting Item #10 EMU configuration
Date: Wednesday, March 06, 2019 9:51:11 AM
Attachments: [July 2016 letter to MTC.pdf](#)
[March 2019 SFBAC letter to the Caltrain Board.pdf](#)

Dear Chair Gillett,

Further to my July 2016 letter to MTC (attached), the intent of this letter is to recapitulate the timeline that led to the developing capacity crisis triggered by the selection of Stadler EMUs which cannot possibly handle Caltrain's present or future capacity requirements let alone the 240,000 passengers/day by the year 2040.

March 2012

Caltrain/California HSR Blended Operations Analysis

"Caltrain is planning to use 8-car trains to **augment the seating capacity of an existing 5 car train**".

"To ensure conservative simulation results, **all trains were simulated with a full seated load of 948 passengers** (for an 8-car EMU) ".

May 22 2014

Caltrain issues a Request for Information (RFI) to the EMU manufacturers showing a 6-car EMU configuration with capacity for **600 seats**, 48 bikes and 2 ADA bathrooms.

"EMUs must satisfy JPB's fleet management and operations service plan needs"

May 20 2015

Board workshop slide depicting "**650-seat 5-car trains operating at over 150% of capacity**"

August 2015

Caltrain releases a Request for Proposals (RFP) to the EMU manufacturers

APPENDIX A (page 468) states that **seated** capacity (AW1) is "assumed to be **550 passengers**" (**100 seats less than trains operating at over 150% of capacity**).

May 5th 2016

Caltrain releases annual passenger counts showing **massive overcrowding on 762-seat trains**

July 1st 2016

Caltrain announces that the only responder to the EMU RFP is Stadler Rail

Caltrain announces its intention to proceed with a \$551M procurement for 16x6-car KISS EMUs with 550 seats

March 2019

The San Francisco Bicycle Advisory Committee writes to the Caltrain Board as follows:

“six-car diesel trains today have an average of **741** seats per train”

“in 2021, Caltrain plans to run a mixed fleet with 33% seven-car diesel trains having **910** seats”

“Caltrain staff obfuscates the capacity loss per electrified train by focusing on one more train per peak hour in 2021”

“Caltrain electrification is a \$2 billion program that will have woefully inadequate passenger capacity in 2021”

Respectfully,

Roland Lebrun

Attachments

July 5 2016 letter to MTC

March 2019 letter to the Caltrain Board

CC

SFCTA Board of Directors

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MTC Commissioners

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SFCTA CAC

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Roland Lebrun
ccss@msn.com
July 5 2016

Metropolitan Transportation Commission
375 Beale Street
San Francisco
CA 94105-2066

Dear Honorable Chair Cortese and MTC Commissioners,

Further to my comments during the June Commission Meeting, the intent of this letter is to substantiate and elaborate on the concerns I expressed about the Caltrain Modernization (CalMod) project, specifically the cost and reduced capacity of the proposed Electric Multiple Unit (EMU) railcars (**550-seat trains replacing 650-seat trains operating at 158% of capacity**).

This letter concludes with a recommendation that MTC and the FTA suspend all funding and initiate an independent investigation into the Caltrain EMU procurement process.

Background

March 2012

LTK Engineering (LTK) releases a document entitled "Caltrain/California HSR Blended Operations Analysis"

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf>

Section 3.3 Rolling Stock on page 28 states "Caltrain is planning to use 8 car trains to **augment the seating capacity of an existing 5 car train**".

The document additionally states (page 38). "To ensure conservative simulation results, **all trains were simulated with a full seated load of 948 passengers** (for an 8-car EMU)".

March 6th 2014

The JPB awards a total of \$42.3M in contracts to LTK, including a \$33.2M EMU Vehicle Consultant Service contract.

<http://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2014/3-6-14+JPB+Agenda.pdf> (item #13).

It should be noted that LTK were the sole respondent to the RFP and **there is strong circumstantial evidence suggesting that LTK were responsible for drafting this RFP.**

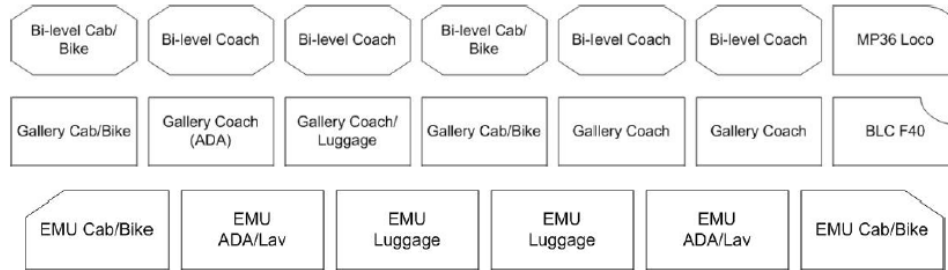
May 22 2014

Caltrain issues a Request for Information (RFI) to the EMU manufacturers

http://www.tillier.net/stuff/caltrain/EMU_RFI.pdf

Section 6.6 "EMUs must satisfy JPB's fleet management and operations service plan needs" shows a 6-car EMU configuration with capacity for 600 seats, 48 bikes and 2 ADA bathrooms.

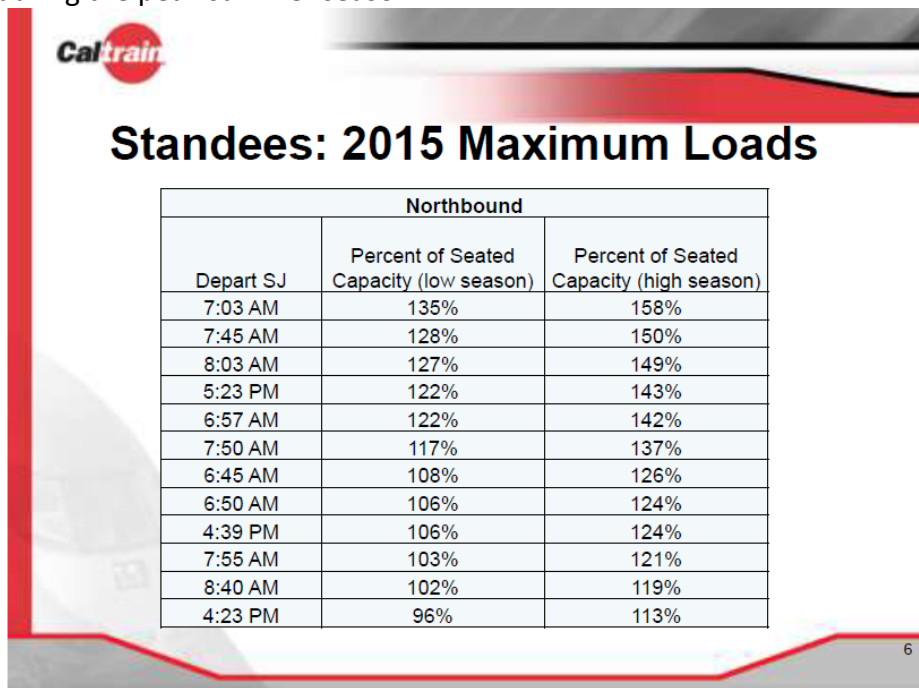
Future Fleet (simplified - conceptual)



Parameter	Gallery Train	Bi-Level Train	EMU Train
Seated capacity	636	822	600
ADA compliance	4 cars per train	All cars	All cars
Bike capacity	80 per train	48 per train	48 per train minimum
Number in service	4 trains	6 trains	16 trains

May 20 2015

Board workshop presentation highlighting **650-seat trains operating at over 150% of capacity** during the peak summer season:



August 2015


Caltrain releases a Request for Proposal (RFP) to the EMU manufacturers

<https://www.dropbox.com/sh/az34k161d28ah78/AACzwbjBH37v79hHRow8r2LZa?dl=0>

Volume 3 (Tech specs) APPENDIX A (page 468) states that seated capacity (AW1) is “assumed to be 550 passengers” (**100 seats less than trains operating at over 150% of capacity**).

May 5th 2016

Caltrain releases annual passenger counts showing **massive overcrowding on 762-seat bi-level and 650-seat Gallery trains**. It should be noted that Caltrain annual passenger counts are (inexplicably) collected during the low season (February).



2016 Top 10 Trains: Maximum Load

Northbound				
Train No.	Depart SJ	Max Load	Train Seating Capacity	Percent of Seated Capacity
319	7:03 AM	951	762	125%
323	7:45 AM	950	762	125%
329	8:03 AM	882	762	116%
375	5:23 PM	841	762	110%
217	6:57 AM	818	650	126%
225	7:50 AM	764	762	100%
269	4:39 PM	756	762	99%
313	6:45 AM	747	762	98%
233	8:40 AM	722	650	111%
215	6:50 AM	719	650	111%

13

July 1st 2016

Caltrain announces that the only responder to the EMU RFP is Stadler Rail and that it intends to proceed with a \$551M procurement of 16 6-car KISS EMUs with 550 seats (**before removing approximately 100 seats to allow access to another set of doors**).

Issues

1) Capacity

This EMU procurement cannot possibly meet Caltrain's present let alone future capacity requirements (450 seats/train vs. 948 modeled back in March 2012).

2) Costs

This procurement is approximately \$225M (70%) above similar procurements in Europe

Client	Manufacturer/model	Year	Contract (\$M)	#units	Unit cost	Reference
SNCF Lux	Stadler KISS	2010	\$84	24	3.49	http://www.railway-technology.com/ne
Deutsche Bahn	Bombardier Twindexx	2011	\$483	137	3.53	http://www.railway-technology.com/pr
Deutsche Bahn	Bombardier Twindexx	2012	\$210	64	3.28	http://www.railway-technology.com/pr
STIF & SNCF	Bombardier Omneo	2015	\$442	168	2.63	http://www.railway-technology.com/ne
AeroExpress	Stadler KISS	2016	\$205	62	3.31	http://www.railway-technology.com/ne
SNCF	Bombardier Omneo	2016	\$38	16	2.38	http://www.railway-technology.com/ne
Caltrain	Stadler KISS	2016	\$551	96	5.74	http://www.caltrain.com/Assets/___Ag

3) Non-competitive bidding (Stadler was the only responsive bid).

This is identical to what happened at SMART and eBART.

Recommendations

- Launch an immediate investigation into the procurement process
 - Suspend any funding pending the outcome of the investigation
 - Reach out to the 5 manufacturers, who responded to the RFI and inquire as to the events that led them not to respond to the RFP
 - Invite Stadler to provide a comparative breakdown of recent Stadler KISS procurements
 - Determine if the \$225M discrepancy is related to customization for High Speed Rail and revise CHSRA's contribution to the funding package accordingly
 - Initiate an independent Caltrain capacity analysis to inform on the next steps
 - Consider appointing an interim entity responsible for Caltrain administration (per Section 6.B of the 1996 Peninsula Corridor Project Joint Powers Agreement)
- http://www.caltrain.com/Assets/Public/JPA_Agreement_and_Amendment_10-03-1996.pdf

Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

CC

SFCTA Board of Directors

VTA Board of Directors

Transbay Joint Powers Authority Board of Directors

Caltrain Board of Directors

High Speed Rail Authority Board of Directors

SFCTA CAC

Caltrain CAC

Caltrain BPAC

SAN FRANCISCO BICYCLE ADVISORY COMMITTEE

RESOLUTION: CALLING FOR INCREASED CAPACITY AND BETTER CAR LAYOUT ON ELECTRIFIED CALTRAIN

WHEREAS, Caltrain, the San Francisco Peninsula rail transit service, provides a vital public transportation link serving the City and County of San Francisco and has provided onboard carriage of bicycles since 1992; and

WHEREAS, Caltrain's onboard bicycle service allows passengers to reach their origin stations and their final destinations without using motorized transportation on either end of their commutes, taking the burden off heavily subsidized feeder buses and shuttles; and

WHEREAS, Caltrain's onboard bicycle service is socially and economically beneficial in eliminating reliance on the automobile, thereby effecting reductions in petroleum use, traffic congestion, pollution, and climate change; and

WHEREAS, Caltrain's plans to modernize its service with electrified trains in 2021; and

WHEREAS, Caltrain's onboard bicycle service reduces demand for expensive new parking lots or parking structures, and Caltrain predicts that a number of its parking lots will be unable to handle demand after Caltrain has been electrified; and

WHEREAS, 16% of Caltrain passengers bring their bikes on board and 1% park their bikes at the stations according to the 2014 Caltrain Onboard Passenger Survey; and

WHEREAS, 88% of bikes-on-board passengers need their bikes at both ends of their trips according to the 2016 Bike Car Intercept Survey; and

WHEREAS, Caltrain's onboard bicycle service is so popular that customers with bicycles routinely get left behind on the platform or 'bumped' due to insufficient onboard bike capacity while all walk-on passengers are allowed to board; and

WHEREAS, in 2015, the Joint Powers Board unanimously approved an increase in bike capacity on electrified trains with an onboard ratio of 8:1 seats-to-bike-spaces, overriding Caltrain staff's recommendation of 9:1 (same as today); and

WHEREAS, the difference between 9:1 and 8:1 corresponds to an 11% increase in bike capacity, or 84 bike spaces and 672 seats per train; and

WHEREAS, Caltrain staff plans only 72 bike spaces and 567 seats per six-car electrified train, technically meeting the 8:1 ratio but reducing bike capacity compared with an average of 77 bike spaces per train today; and

WHEREAS, six-car diesel trains today have an average of 741 seats per train; and

WHEREAS, in 2021, Caltrain plans to run a mixed fleet with 33% seven-car diesel trains having 910 seats and 72 bike spaces per train to cover up the inadequate seat count of electrified trains; and

WHEREAS, Caltrain staff obfuscates the capacity loss per electrified train by focusing on one more train per peak hour in 2021; and

WHEREAS, the additional train in 2021 will result in only 10.3% more seats per peak hour, while walk-on ridership is projected to be 23.9% higher based on the average annual increases over the last decade; and

WHEREAS, the additional train in 2021 will result in only 12.5% more bike spaces per peak hour, while bike boardings are projected to be 42.9% higher based on the average annual increases over the last decade; and

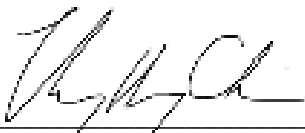
WHEREAS, Caltrain staff is planning a car layout with no dedicated seats within view of bikes – only folding seats, bike hooks to hang bikes, and wheelchair space all in the same location; and

WHEREAS, bicyclists need to sit within view of their bikes to guard against theft; and

WHEREAS, Caltrain electrification is a \$2 billion program that will have woefully inadequate passenger capacity in 2021 especially for bikes-on-board passengers, and staff is proposing an untenable car layout, and staff's plan does not meet the board's 2015 directive for more bike capacity per train;

THEREFORE, BE IT RESOLVED that the San Francisco Bicycle Advisory Committee urges Caltrain to launch electrified service with electrified train sets of at least seven cars and at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes, no hanging bikes, and dedicated wheelchair space; and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee recommends adoption and prompt implementation of the Draft 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.



Mary Kay Chin, Vice-chair

ADOPTED ON OCTOBER 23, 2017 BY THE FOLLOWING VOTE:

AYES: Brask, Chin, Deffarges, Orland, Serafini, Taliaferro, Warner, Wells

ABSENT: Brandt, Hill, Mendoza

From: Mike Forster
To: Board.of.Supervisors@sfgov.org; [Groom, Carole \[cgroom@smcgov.org\]](mailto:Groom.Carole [cgroom@smcgov.org]); [Horsley, Don \[dhorsley@smcgov.org\]](mailto:Horsley, Don [dhorsley@smcgov.org]); [Pine, Dave \[dpine@smcgov.org\]](mailto:Pine, Dave [dpine@smcgov.org]); wslocum@smcgov.org; dcanepa@smcgov.org; BoardOperations@cob.sccgov.org; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: ["Mike Forster"](mailto:Mike.Forster@caltrain.com)
Subject: Caltrain - Change from catenary to hydrogen fuel cell EMUs
Date: Thursday, March 07, 2019 11:24:10 PM
Importance: High

(A shorter version of this was published as a Letter to the Editor in the Palo Alto Daily Post, March 6, 2019.)

March 7, 2019

Supervisors of San Francisco, San Mateo, and Santa Clara Counties
Caltrain Joint Powers Board - Board of Directors

Supervisors and Board Members:

With Governor Newsom's downsized California High Speed Rail (CA HSR) decision, Caltrain no longer needs to be compatible with the CA HSR. Caltrain should take this opportunity to change to hydrogen fuel cells.

Traditional catenary overhead contact system (OCS) trainsets have been the only practical choice. Now in 2019, fuel cell electric multiple units (EMUs) are spreading worldwide, to avoid the huge and unnecessary cost of the OCS infrastructure. Stadler, Alstom, Siemens / Ballard and Chinese companies are delivering or planning fuel cell EMUs for Austria, Britain, Canada, China, Denmark, and Norway.

Fuel cell EMUs would:

- * save hundreds of millions in initial costs and millions in ongoing maintenance;
- * include Gilroy and future Dumbarton electrification for no additional cost;
- * avoid impacting 4000 trees;
- * allow for future fuel cell technology improvements;
- * and avoid the overhead visual clutter.

Caltrain should work with Stadler to integrate fuel cells to KISS EMUs. Caltrain should arrange with other US and worldwide transit agencies to take delivery of the standard OCS components from the Balfour Beatty contract for their refurbishment and route extension projects. This would minimize the financial impact on Caltrain of changing from OCS to fuel cells.

If some version of HSR ever does reach San Jose, passengers would simply and quickly transfer between HSR and Caltrain, BART VTA, taxis, Uber, Lyft, and rental cars.

Worldwide, railways are moving to fuel cells rather than OCS systems. It would be unfortunate Caltrain were to spend taxpayers' \$2B to construct one of the LAST catenary systems ... rather than among the first fuel cell rail systems.

For more information, visit www.mikeforster.us.

Mike Forster

420 Stanford Avenue
Palo Alto, CA 94306
650 464 4925
mike@mikeforster.net

From: Daniel Llinas
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Re: Bikes on Trains
Date: Wednesday, March 06, 2019 8:05:53 AM

Thanks for the thoughtful and thorough response. I'm glad to hear we bike riders are not being forgotten in your plans for growth :)

Best,

Daniel Llinas

On Tue, Mar 5, 2019 at 3:50 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Daniel,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is

now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Regarding your comments about traffic jams while boarding, Caltrain recently conducted a successful bikes board first pilot program to try and reduce the amount of time it takes to board.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

From: Daniel Llinas [mailto:danllinas@gmail.com]
Sent: Wednesday, February 27, 2019 9:51 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Trains

Thanks for opening up the layout for the new electric trains to the public process :)

I'm a bike rider, and I use Caltrain everyday. I'd like to please ask you to consider the importance of making it possible for bike riders to sit within view of their bikes, and to ask that you keep in mind the required capacity for high traffic times. Today's trains have 77 spaces per train, and with the seven car electric trains being planned, 84 spaces per train would be needed to maintain that 8:1 ratio of seats-to-bike spaces.

It would also be AWESOME if you could design trains, signage, and train staff/passengers in a way so that people without bikes stay out of the bike car. Every single day I ride the train, there are a handful of people riding in the bike car who have no bikes, and they are taking up seats that bike riders can use. They also clog the entry to the car and cause traffic jams for people boarding and deboarding. If there was a way that you could consistently route people toward the passenger cars, that would be awesome.

Thanks again for the public process!

Best,

Danny

--

"I know of no more encouraging fact than the unquestioned ability of a man to elevate his life by conscious endeavor."

--Henry David Thoreau

--

"I know of no more encouraging fact than the unquestioned ability of a man to elevate his life by conscious endeavor."

--Henry David Thoreau

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Neal Hannan"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bikes on Electrified Caltrain
Date: Tuesday, March 05, 2019 3:56:30 PM

Dear Neal,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Neal Hannan [mailto:nealus@gmail.com]
Sent: Wednesday, February 27, 2019 11:05 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Electrified Caltrain

To whom it may concern:

Caltrain is a wonderful resource for those of us who commute between San Jose and San Francisco. But Caltrain does not really reach the ultimate destination for many of its riders. Many riders also live far from the train station.

Biking makes Caltrain work for many of us, on both ends of the commute. Without a bike and Caltrain, we'd probably resort to driving. Now that Caltrain can have 7-car trains, I hope that you will use some of that extra capacity towards bike storage to make Caltrain a viable commuting option.

Thank you,

Neal Hannan

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jennifer Robinson"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bikes on Electrified Caltrain
Date: Tuesday, March 05, 2019 4:10:30 PM

Dear Jennifer,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Jennifer Robinson [mailto:jrobinson@stanfordalumni.org]
Sent: Friday, March 01, 2019 12:21 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Electrified Caltrain

To whom it may concern:

Now that Caltrain can have 7-car trains, I ask that you please use some of that extra capacity for bike spaces and seats within view of bikes so that Caltrain remains a viable commuting option for me and so many others in the Bay Area.

Caltrain is vital to my commute and to so many others' commutes as well. But Caltrain's stations are far apart, and many offices are too far from the station to walk. Many patrons also live far from any train station.

Biking is the difference between utilizing Caltrain or not for me and many others. Without biking as an option, I would probably resort to driving. Please allocate more bike spaces and seats within view of bikes.

Thank you.

Jennifer Robinson

From: Mark Sherwood
To: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: [Cliff Bargar; Board \(@caltrain.com\); CalMod@caltrain.com; cacsecretary \(@caltrain.com\); bikesonboard@sonic.net](mailto:Cliff_Bargar; Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net)
Subject: Re: bikes on electric trains
Date: Wednesday, March 20, 2019 2:37:50 PM

Thanks, I am happy to support the staff.

On Tue, Mar 19, 2019 at 2:57 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Mark,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation. Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation, and your idea to educate riders on how to make the system work more efficiently is appreciated. I have shared it with our staff and if they have questions they will definitely reach out.

Again, we thank you for taking the time to send us your thoughts.

Best,

Lori

From: Mark Sherwood [mailto:marksherwood@gmail.com]
Sent: Wednesday, March 13, 2019 9:48 AM
To: Caltrain, Bac (@caltrain.com); Cliff Bargar
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Re: bikes on electric trains

Hi Lori and Caltrain Bac,

I have discussed the idea of creating a simple bike stacking cartoon with a number of my fellow commuters. The cartoons would be posted in the bike cars on the rails and would help inform new riders how to properly stack their bikes to maximize capacity and cut down boarding time during the busy morning commute. The friendly conductors Lee and Miguel

(conductors on #232 in the morning) also support this idea. In fact, Caltrain's estimate of bikes per row is a significant underestimate as compared to bikes stacked with the correct strategy (as laid out below), so you may be able to increase the quoted bike capacity of trains (including the forthcoming 2022 electric cars). Here is example copy for the cartoon:

Take a minute to stack your bikes tightly and your fellow bike commuters will thank you!

(1) Furthest stations stack first.

(2) Stack upright, don't lean.

(3) Alternate handlebar direction (unless same direction stacks tightly).

(4) Rotate pedals to overlap neighboring bike frames.

(5) Secure bike to rail with bungee, do not lock to rail.

A graphic designer would have best vision of the layout, but two ideas would be (a) five rows stacked vertically with cartoons, or (b) the same five rows split into a "Yes" and "No" column showing the correct and incorrect cartoon for each step. I expect that we will need two versions of the visual cartoons, one for the old-style bike cars and one for the new ones. Both have the same written copy, but the visual images should be different because the stacking rails/posts are different.

Does Caltrain support the idea? If so, do you have graphic design resources and/or design guidelines that could help with? I am happy to work with BikesOnBoard (CCed), the Bicycle Advisory Committee, or other agencies to finalize the design.

Thank you and regards,

Mark Sherwood

650-823-9575

On Tue, Mar 5, 2019 at 7:48 PM Mark Sherwood <marksherwood@gmail.com> wrote:

Thanks for the thorough response.

On Tue, Mar 5, 2019 at 4:06 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>

wrote:

Dear Mark,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and

implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

From: Mark Sherwood [mailto:marksherwood@gmail.com]

Sent: Wednesday, February 27, 2019 4:21 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net

Subject: bikes on electric trains

Hello,

Thank you to Caltrain for planning a public process on car layout for electric trains, and for planning to run seven-car (instead of six-car) electric trains. I would like to urge you to maintain the board-mandated 8:1 ratio of seats-to-bike spaces, or to hold a public hearing on revising this mandate. Note that today's diesel trains average only 77 bike spaces, and as a bike commuter, I get bumped from morning trains about 2 times per month in all but the rainiest months. Especially considering the annual trend of increased ridership, I would like to remind you that we'll need more commuter bike space capacity in 2022 when electric trains start running.

Thank you,

Mark Sherwood

p.s. some background on me:

I have been a Caltrain commuter on and off for the past decade. Some of the time, I

have had to use a bike at the origin and/or destination end of my commute, and some of the time, walking has sufficed. It is unequivocally clear to me that bike commuting will remain an essential part of the SF Bay Area. I have seen the rise and fall of tech companies placed throughout the city and peninsula at ranges from 1-5 miles from Caltrain stations where biking is a "last mile" necessity.

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Henry Mayer"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain!
Date: Tuesday, March 05, 2019 4:06:55 PM

Dear Henry,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Henry Mayer [mailto:hmayer00@gmail.com]
Sent: Wednesday, February 27, 2019 8:47 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain!

Hello Caltrain,

I first want to thank you for opening up the electrification process to the public, as I think that will lead to better outcomes for everyone. And good luck with the task! I know it will be a challenge but the results should be well worth it.

I wanted to make a couple of comments related to bikes on caltrain. The first is that we should certainly not reduce the bike capacity from the current diesel version - building out a sustainable, usable transit infrastructure should involve promoting non-automobile commuting as much as possible. Since most of the caltrain riders do not live within an easy walk to caltrain, and each additional transit connection substantially increases the friction of transit commuting (especially given the suboptimal transit connectivity in the bay area), bicycling to the caltrain is a great option that we should be making as easy as possible. It is better than the alternatives for the environment, personal health, and wellbeing, and we should be strongly encouraging it! Especially with the bay area's slowly-but-steadily improving bike infrastructure outside of caltrain, with the creation of new bike lanes and corridors, we should assume that cycling usage will increase in general, and caltrain needs to increase capacity to meet the expected new demand; reliability in transit is key, and bike-bumps can really make one question one's commute decisions.

The other comment is related to seats in the bike cars. One of my early hesitations when I started bike commuting was worrying about the safety of my bike, but fortunately I never had any trouble with it. I am convinced, however, that the safety of my bike was mostly due to the presence of riders in the bike car - knowing that the owner might well be watching their bike deters theft, and conveys a sort of herd immunity on all riders, whether they're in the car or not. Losing that safety net will increase both stress and theft, which will deter bike-caltrain commutes just at the time when we need to be encouraging them. It is essential that we get this right, as we have a proven method to deter theft, and if we get it wrong it will be terribly difficult to address after the fact.

Thanks so much for the work that you do, and for reading my comments. Best of luck with the project!

Henry Mayer

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jane Casamajor"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bikes on Caltrain
Date: Tuesday, March 05, 2019 3:54:58 PM

Dear Jane,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Jane Casamajor [mailto:jgcasama@gmail.com]
Sent: Wednesday, February 27, 2019 10:20 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain@caltrain.com]; bikesonboard@sonic.net
Subject: Bikes on Caltrain

Caltrain Board,

Thank you for planning a public process on car layout for electric trains. Those of us who commute daily by bike and train greatly appreciate the ability to provide input on this. As a rider of several years I have seen ridership steadily increase and the plan to run seven-car electric trains in the future in order to maintain the 8:1 seats to bike spaces is an excellent one.

I see bike riders bumped off the train regularly at stops like Mountain View and Sunny Vale so increasing bike capacity is critical to your ridership.

Please keep this in mind as you move through planning processes.

Thanks,

--

Jane Casamajor
408-891-0875

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Virginia Smedberg"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: bikes on Caltrain
Date: Tuesday, March 05, 2019 4:07:33 PM

Dear Virginia,

Thank you for your continued feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Virginia Smedberg [mailto:virgviolin@hotmail.com]
Sent: Wednesday, February 27, 2019 10:01 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bikes on Caltrain

Dear Board:

Firstly, thank you for planning a PUBLIC process on car layout - that will allow us to give you our ideas and to ensure your ideas serve all of us, bikers as well as walkers.

A few points to consider as you go forward:

We absolutely need seats within view of bikes. Look at it this way: would you put your laptop somewhere you couldn't see it, while riding the train? or perhaps your baby in her baby seat? Of course not. Well, our bikes have those same values to us.

Adding another car is great - but don't forget the bike spaces - the board mandated an 8:1 ratio of seats-to-bike spaces, and that ratio needs to be kept no matter how many cars you add, including over the years as more people figure out how efficient trains are! The current trains average 77 bike spaces per train; a 7-car train would need 84 - at least! - currently riders do get bumped, and more will come, so the more bike spaces you can make, the better.

Sincerely,

Virginia Smedberg
Palo Alto

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "AOL"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Bikes on Board Caltrain
Date: Tuesday, March 05, 2019 4:05:51 PM

Dear Clayton,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: AOL [mailto:chardman56@aol.com]

Sent: Wednesday, February 27, 2019 5:24 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net

Subject: Bikes on Board Caltrain

Hi Caltrain,

Thank you for planning a public process for discussion the proposed layout of the new electric Caltrain cars. As a bicycle commuter, I am concerned that the new six car layout will not provide enough space for bicycles to meet the needs of Caltrain commuters.

Bringing bikes on board Caltrain is a great option for commuters, allowing people who live further away from train stations to take advantage of commuting on Caltrain. Increasing bike capacity would make it easier for riders who currently bring bikes on Caltrain (as commuting trains are often overcrowded and near/at capacity for bicycles) and encourage more people to consider Caltrain as a viable commuting option. I urge you to take in to consideration the needs of bicycle commuters when evaluating plans for the electrification of Caltrain.

Thank you!

Clayton

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Lauren Johnson"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); bikesonboard@sonic.net; [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); CalMod@caltrain.com
Subject: RE: Bikes and electrification
Date: Tuesday, March 05, 2019 4:08:15 PM

Dear Lauren,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Lauren Johnson [mailto:lautjoh@gmail.com]
Sent: Thursday, February 28, 2019 7:35 AM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); bikesonboard@sonic.net; cacsecretary [@caltrain.com]; CalMod@caltrain.com
Subject: Bikes and electrification

Good morning,

I am a daily cyclist and commuter who works at Stanford. I love CalTrain and my ability to commute in an efficient and more ecological way; I'm excited for electrification!

Thank you for using a public process on car layout for electric trains! User guided planning is informed planning. However, I am writing to emphasize the need for seats within view of bikes. It would be unacceptable and poor engineering if cyclists weren't able to serve as the first level of security for their bikes. My bike is my vehicle.

7 car car trains need 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Today we have 77 bike spaces per train on average and are frequently getting bumped to the next train. We have careers and families to get to and from and some stops are local and infrequent; please do all that's necessary to ensure more bike capacity in 2022 when electric trains start running.

Thank you!

Lauren Johnson

From: Yoichi Shiga
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac@caltrain.com)
Cc: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); CallMod@caltrain.com; [cacsecretary \[at\]caltrain.com](mailto:cacsecretary@caltrain.com); bikesonboard@sonic.net
Subject: Re: Biker-passengers are people too!
Date: Tuesday, March 26, 2019 11:30:22 AM

Hi Lori,

Thank you for the email. I appreciate the response and while you listed a lot of things that you say Caltrain is doing to help meet the needs of bike passengers, the actions Caltrain is taking makes it seem like Caltrain's own business goals are targeted towards keeping bike passengers to a minimum. The link that you provided here : *"Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#)."* does not work so I cannot evaluate this claim. The comment about trains are getting busier and so you can't remove seats doesn't make sense *"While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes"* - isn't Caltrain designing new cars as we speak? This seems like the time to think hard and make a sustainable plan for the future. And the statement about how the ridership *"the landscape has drastically changed with ridership nearly doubling since the beginning of this decade."* seems a bit out of touch - it has been a gradual change - I have watched it as a rider for the past 6 years and Caltrain seems to always be catching up rather than pro-actively planning for changes.

Second, the bike security task force is a good start but from personal experience - when I have had lights and fenders stolen off of my bike as it sits on the train and I go to tell the conductor, the conductors are defensive and repeat the same line "Caltrain is not responsible for any of your belongings - you are responsible for keeping track of your own belongings on the train" - which while I know is legally correct sure makes it seem like they don't care. Conductors don't provide any information about who to report the theft to nor do they provide information about going to the Caltrain website. I don't think a taskforce needs to be assembled to have this simple policy enacted. It is really awful to have your stuff stolen and on top of that to then get all muddy from the rainy roads without a fender or even worse have to ride in the dark because a light was stolen.

I really think Caltrain can do a lot of good here with respect to bike passengers and should welcome these challenges as ways to improve its service

Regards,
Yoichi

Yoichi Shiga
yshiga@carnegiescience.edu
yoichishiga@gmail.com

On Tue, Mar 19, 2019 at 1:50 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Yoichi,

Thank you for your feedback. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

From: Yoichi Shiga [mailto:yoichishiga@gmail.com]
Sent: Tuesday, March 05, 2019 1:51 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Biker-passengers are people too!

Dear Caltrain Board,

In the recent rider survey a question was posed that clearly shows the bias of Caltrain as an organization that pits walk-on passengers against passengers that bring their bikes on board. It is unfortunate that Caltrain does not treat its passengers equally and that bike-passengers are treated as second class riders. Getting bumped from a train is an experience that NO walk-on passenger would tolerate and yet it is okay for bikers to have to endure. Additionally, Caltrain is pitting walk-on passengers against bike-passengers - a toxic continuation of Caltrain 's trend to demonize bike-riders - as evident by Caltrain's organization and staff continual disrespect and blame of issues on bike riders. Caltrain continues to treat bikers as problem passengers rather than a dedicated, lively, active core group of passengers who will not give-up on Caltrain - something many walk-on passengers will do during delays and timing issues. All passengers deserve respect and Caltrain needs to be an agent of positive change rather than a stoker of irrational fear and negativity. The future of Caltrain depends on doing service to all of its riders and Caltrain would be failing if that goal if they reduced bike capacity on future train designs.

Biker-passengers are people too!

Think about it...

Yoichi

(bike-Caltrain-bike commuter)

Yoichi Shiga
yoichishiga@gmail.com

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: ["gene_ipetition@smalltime.com"](mailto:gene_ipetition@smalltime.com); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Bike spaces on new Caltrain cars
Date: Tuesday, March 05, 2019 4:09:29 PM

Dear Gene,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: gene_ipetition@smalltime.com [mailto:gene_ipetition@smalltime.com]
Sent: Thursday, February 28, 2019 9:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com);
bikesonboard@sonic.net
Subject: Bike spaces on new Caltrain cars

Hello. I'm writing to lend my support to making sure that the new Caltrain cars have sufficient bike spaces to meet current and growing demand. For many people like me, Caltrain use depends on being able to use my bike to get to and from my destinations. In the 10+ years that I've been taking Caltrain, I've seen a huge increase in bike usage. When I was first taking Caltrain I would be the only bicyclist getting off at my stop. Now I am one of five or six. Although I have not been bumped, I have been taken the last bike spot on my train a number of times. If I were to start getting bumped, I would quickly abandon Caltrain altogether. A bump means a one hour wait with the current schedule. Getting bumped even one out of twenty rides would mean that I stop using Caltrain.

Thank you for your time,
Gene Cutler
(22nd St to South San Francisco)

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Shane Burkle"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bike space and capacity for the future
Date: Tuesday, March 05, 2019 3:51:17 PM

Dear Shane,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Shane Burkle [mailto:shaneburkle@gmail.com]
Sent: Wednesday, February 27, 2019 10:04 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:caltrain.com]; bikesonboard@sonic.net
Subject: Bike space and capacity for the future

Hello Folks

I'm very excited about the future of Caltrain as I'm sure you are as well. The bay area is sorely lacking in updated public transportation and with the continued influx of people into the bay area and impending climate change it is desperately needed. For these reasons I want to discuss Caltrain and it's relationship to bikes on board.

It is commendable that you've offered a public forum for car layout on electric trains and recognized the need for bikers to be within view of their valuable possessions. It is commendable and a great move for the future of transportation in the bay area, that you've committed to running seven car electric trains. This points we agree on.

It is however, imperative that seven car trains provide space for *at least 84 bikes* in order to future-proof for bike capacity and comply with the board mandated 8:1 ratio of seats to bike spaces. Even at current levels bikes at Caltrain are often turned away due to lack of capacity - a reduction in bike capacity on trains will do nothing to address this and furthermore will push more riders to other forms of transportation. These other forms of transportation are most likely the use of personal cars which will not only be a detriment to current traffic levels but to the world as a whole as the effects of climate change continue to loom large.

I urge you to future-proof our public transportation while you have the ability to do so as opposed to a reactionary move a mere several years down the road.

Thanks for taking the time to read this and thank you for your consideration.

Shane Burkle
12 Amberwood Cir
S. San Francisco, CA 94080
701.540.5929

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Bill Rupel": [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bike capacity on new trains
Date: Tuesday, March 05, 2019 3:51:46 PM

Dear Rupel,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Bill Rupel [mailto:arduous573@gmail.com]
Sent: Wednesday, February 27, 2019 10:07 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com];
bikesonboard@sonic.net
Subject: Bike capacity on new trains

Thank you for all your hard work. Please consider increasing bike capacity on the new electric trains with seating in view of the bikes. I've personally witnessed 2 attempted bike thefts on the bike car.

Sincerely, Bill Rupel

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Mitsu Hadeishi"; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bike capacity on Caltrain!!
Date: Tuesday, March 05, 2019 4:37:52 PM

Dear Mitsu,

Thank you for your response. I'm excited to tell you that the seats will be cantilevered on the new electric trains, meaning more storage space under the seats. Thank you again for being engaged in this exciting project that will modernize Caltrain!

Best,
Lori

From: Mitsu Hadeishi [mailto:mitsu.hadeishi@gmail.com]
Sent: Tuesday, March 05, 2019 4:31 PM
To: Caltrain, Bac (@caltrain.com)
Cc: Board (@caltrain.com); CalMod@caltrain.com; cacsecretary (@caltrain.com); bikesonboard@sonic.net
Subject: Re: Bike capacity on Caltrain!!

Bike storage at stations will do literally nothing for 95% of people taking their bikes on board. The vast majority of people need their bike on both ends of their commute. Bikes are not a first or last mile solution — they are both first and last mile. There simply aren't enough Caltrain stations for your concept of adding lots of bike storage to make any sense at all.

There are only two Caltrain stations in SF, and most Caltrain stations are miles from the ultimate destinations of commuters. Many people would never be able to use Caltrain at all if they couldn't bring their bikes on the trains.

There is, however, ONE possible compromise that MIGHT actually help with bike and passenger congestion, which is to make sure that seats are designed in such a way that you can store a folding bike under the seat and/or in a luggage compartment near the seat. I personally would and will never use bike storage at stations as part of my commute — but I am willing to swap my road bike for a folding bike if it makes it easier for me to commute on the train. At present it isn't always that easy to get folding bikes onto the train in a place where I can keep an eye on it.

Mitsu

On Mar 5, 2019, at 3:46 PM, Caltrain, Bac (@caltrain.com)
<BAC@caltrain.com> wrote:

Dear Mitsu,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

-----Original Message-----

From: Mitsu Hadeishi [<mailto:mitsu.hadeishi@gmail.com>]

Sent: Wednesday, February 27, 2019 9:44 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary
[@caltrain.com]; bikesonboard@sonic.net

Subject: Bike capacity on Caltrain!!

I'm writing to thank you for opening up train layout to a public process.

Caltrain is ALREADY overcrowded with bikes as it is — and Caltrain-bike connectivity is critical for people to use the Caltrain system effectively. Current trains have 77 spaces per train — and fixed seats near bikes to deter bike theft. The original proposed design would have only allocated 72 spaces per train, with no seats near the bikes, making a bad situation even worse for bike riders.

I'm writing to note that we should be increasing bike infrastructure, not decreasing it — and to encourage the Board to consider that the law already mandates at least 84 spaces per 7-car train, and even that may not be enough to meet future demand.

Mitsu Hadeishi

Bay Area resident and regular Caltrain + bike commuter

From: Chris Stivers
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); CalMod@caltrain.com; [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: Re: Bike Capacity on Caltrain
Date: Tuesday, March 05, 2019 10:39:26 PM

Lori, thank you for the kind and detailed reply. It is encouraging to hear more detail around Caltrain's process and consideration for cyclists (as well as other members of the Caltrain community!) I appreciate your efforts and know that these are not easy problems to solve. Thank you and best of luck!

Chris

On Tue, Mar 5, 2019 at 10:33 PM Caltrain, Bac (@caltrain.com) <BAC@caltrain.com> wrote:

Dear Chris,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the

JPB BOARD MEETING
April 4, 2019

Correspondence Packet as of
March 27, 2019

beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,

Lori

From: Chris Stivers [mailto:stivers.c@gmail.com]

Sent: Wednesday, February 27, 2019 8:35 PM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net

Subject: Bike Capacity on Caltrain

Dear Caltrain Board members, I want to first off thank you for planning a public process to design the layout of the upcoming electric trains for Caltrain. It is so valuable to have input from the entire community to help ensure Caltrain meets our various needs.

As a regular cyclist, biking to Caltrain is part of my daily commute, and so the design of the bike cars is important to me and other cyclists who regularly use Caltrain. I am sure you can appreciate our concern about having seats in viewing distance of our bikes; bike theft is rampant in the Bay Area, as I am sure you know, and the only sure way to prevent theft is to maintain visibility to one's bike at all times.

I am also encouraged about the decision to include seven-car electric trains; however, we are in great need of additional bike spaces. I have been riding Caltrain regularly for about 7 years and during that time the number of cyclists taking Caltrain seems to have drastically increased. Today, there are far too few bike spaces and riders are frequently prevented from boarding, especially during rush hour so it is imperative that we strive for at least 84 bike spaces per train to meet the board-mandated 8:1 ratio of seats to bike spaces. Cyclists are an important part of the regional effort to increase alternative and public transit, but we rely on Caltrain's ability to accommodate our bikes that help keep cars off the road.

So thank you once again for letting my voice be heard, as well as others in our community as we together strive to make the electrified Caltrain the best it can be for the whole community.

Cheers,

Chris Stivers

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Richard Reimer"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: bike access on Caltrain
Date: Tuesday, March 05, 2019 3:46:17 PM

Dear Richard,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

As you know, Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

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In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Richard Reimer [mailto:rjreimer@stanford.edu]
Sent: Wednesday, February 27, 2019 9:43 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: bike access on Caltrain

This is a brief email regarding bicycle capacity on Caltrain.

I have been using Caltrain to commute from my home on Potrero Hill to work in Palo Alto since 2001. Being able to use my bike on this commute has been invaluable and the commute would be impractical if I was not able to combine bicycling with Caltrain.

I would like to thank Caltrain for planning a public process on car layout for electric trains. Being able to sit near my bike is essential - both for the security of my bicycle and so that I can move my bike to coordinate efficient stacking of bicycles so that other cyclists can access their bicycles and get off the train at stops prior to mine.

I am glad to know that Caltrain will be running seven-car electric trains, but I am concerned that an appropriate bike:seat ratio. Given the greater capacity, there will be more commuters who will want to use their bicycles. I hope that the ratio will be at least equivalent to the current 77 bike spaces on the diesel trains and possibly more given that even now bicyclists are often bumped.

Thanks for considering my comments.

Sincerely,

Rich Reimer

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Anne zimmerman"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Bicycles on Trains
Date: Tuesday, March 05, 2019 3:59:22 PM

Dear Anne,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

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Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

-----Original Message-----

From: Anne zimmerman [mailto:z12010sf@gmail.com]

Sent: Wednesday, February 27, 2019 11:35 AM

To: Board (@caltrain.com)

Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary (@caltrain.com);

bikesonboard@sonic.net

Subject: Bicycles on Trains

Good morning,

As a Senior I enjoy riding the train and use my bike as a “connector”. Please be sure to design spaces for bike riders where they can view their bikes and please honor the 8:1 ratio for bikes to train cars.

I’m sure the use of bikes and public transit will continue to grow. When someone rides a bike instead of driving a car we all benefit. Help make it easier and safer!

Thank you,

Anne Zimmerman

Sent from my iPhone

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "jesse miller"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE: Bicycle-friendly electric trains
Date: Tuesday, March 05, 2019 4:14:23 PM

Dear Jesse,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: jesse miller [mailto:kawriver@gmail.com]
Sent: Monday, March 04, 2019 12:13 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Bicycle-friendly electric trains

Dear Caltrain Board,

Thank you for planning a public process on car layout for electric trains. As a bicycle commuter, it is very important to me to have the ability to reliably sit within sight of my bike on Caltrain to prevent theft. Thank you for planning to run seven-car (instead of six-car) electric trains. Seven-car trains are needed to provide 84 bikes spaces per train to meet the board-mandated 8:1 ratio of seats-to-bike spaces. Please keep in mind that today's diesel trains have 77 bike spaces per train on average and still fill up regularly, so we will need more bike capacity as time goes on.

Sincerely,
Jesse Miller
Daily SF - Palo Alto Caltrain commuter

Jesse E. D. Miller
Botanist - Ecologist
Lecturer, Stanford University
Research Associate, University of California, Davis
[@Texosporium](https://www.instagram.com/texosporium)
<http://jesseedmiller.com>

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Cyrus Vafadari"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bicycle parking at stations
Date: Wednesday, March 06, 2019 5:56:31 PM

Dear Cyrus,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

As you mentioned, space at the stations is more abundant than onboard, and now there is a greater ability to serve bicyclists at stations. We agree that current bike parking options at many of our stations leave a lot to be desired, but the huge advances in bike share, electronic lockers, and controlled access bike parking facilities, have helped create the possibility to provide better options to more people who want to use a bike and Caltrain.

Caltrain recently designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access. It's great to hear that the BikeLink shed at Palo Alto is working well for you. That feedback is invaluable as we move forward with improving bike parking at stations. Your thoughtfulness and input is greatly appreciated.

Best,
Lori

From: Cyrus Vafadari [<mailto:cvafadari@gmail.com>]
Sent: Tuesday, March 05, 2019 12:58 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: Bicycle parking at stations

Theres a lot of pressure to put more bike spots on the train cars, but as a bike commuter who works with bike commuters, we know the most space and time efficient use is more secure bike parking at the stations. I'm happy with BikeLink and the Palo Alto cage room looks great. Sadly Caltrain/municipal cages need help. In Sunnyvale the reservations are a long, unfair line that costs little enough that people reserve and leave the cages empty. Investing in the bike cage infra will relieve pressure in the train cars themselves -- my office is right on the Caltrain (easier to walk than bike) but people still bring their bikes on the train instead of parking at the station by their house bc the infrastructure is poor and insecure.

Let me know if I can do anything to help drive this

Cyrus

1 [Appointment, Peninsula Corridor Joint Powers Board – Supervisor Shamann Walton]

2

3 **Motion appointing Supervisor Shamann Walton, for an indefinite term, to the Peninsula**
4 **Corridor Joint Powers Board.**

5

6 MOVED, That the Board of Supervisors of the City and County of San Francisco does
7 hereby appoints the hereinafter designated person to serve as a member of the Peninsula
8 Corridor Joint Powers Board for the term specified:

9 Supervisor Shamann Walton, seat 1, succeeding Gillian Gillett, must be appointed by
10 the Board of Supervisors, for an indefinite term, and serve at the pleasure of the Board of
11 Supervisors.

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City and County of San Francisco
Tails
Motion: M19-051

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 190247

Date Passed: March 19, 2019

Motion appointing Supervisor Shamann Walton, for an indefinite term, to the Peninsula Corridor Joint Powers Board.

March 11, 2019 Rules Committee - RECOMMENDED


March 19, 2019 Board of Supervisors - APPROVED

Ayes: 10 - Brown, Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Safai, Stefani and Yee

Excused: 1 - Walton

File No. 190247

I hereby certify that the foregoing Motion was APPROVED on 3/19/2019 by the Board of Supervisors of the City and County of San Francisco.



Angela Calvillo
Clerk of the Board

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Yumi Taylor DiAngi"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Action Alert: Bike capacity on the Caltrain
Date: Tuesday, March 05, 2019 4:07:50 PM

Dear Yumi,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Yumi Taylor DiAngi
Sent: Wednesday, February 27, 2019 11:39 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject: Action Alert: Bike capacity on the Caltrain

To Whom It May Concern:

Thank you Caltrain for planning a public process on car layout for electric trains. Specifically for addressing seats that are within view of bikes. Thank you for plans to run 7-car electric trains. These 7-car trains with 84 bikes spaces per train will meet the board-mandate 8:1 ratio of seats-to-bike spaces. Given that today's diesel trains have 77 bike spaces per train on average and bike riders are often bumped today, more bike capacity in 2022 when electric trains start running will help.

Thank you for your time.

Warmly,

Yumi

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Jonathan Dirrenberger"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \[@caltrain.com \]](mailto:cacsecretary [@caltrain.com]); bikesonboard@sonic.net
Subject: RE:
Date: Tuesday, March 05, 2019 5:08:43 PM
Attachments: [image001.png](#)
[image002.png](#)

Dear Jonathan,

Thank you for your thoughtful feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a full-time station access planner was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Caltrain also ran a successful "Bikes Board First" pilot program to improve boarding and deboarding.

The pilot began at three stations and was then expanded to six, and Caltrain is looking to further implement it this spring. Regarding your suggestion of platform signage denoting where cyclists should wait, Caltrain agrees this would be ideal. Unfortunately, with the different types of trainsets, it would be difficult to implement at this time as the loading area for bicycles changes depending on the type of train.

Again, we thank you for taking the time to send us your thoughts. I have sent your comments regarding the current system, signage, and infrastructure to the appropriate staff. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Jonathan Dirrenberger [mailto:jonathan.dirrenberger@gmail.com]
Sent: Wednesday, February 20, 2019 10:01 PM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]; bikesonboard@sonic.net
Subject:

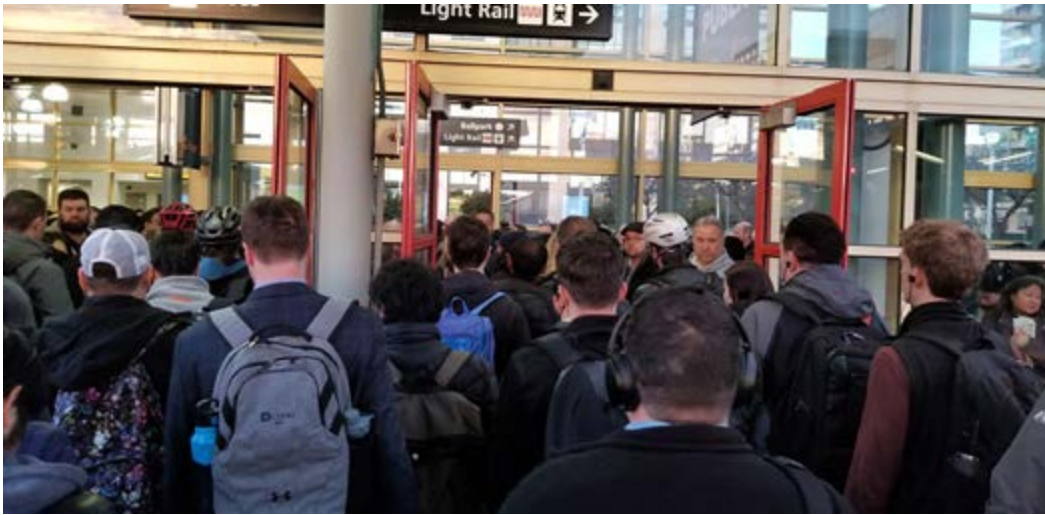
Caltrain,

As a regular (every weekday) rider of Caltrain for the past 12 years who has brought my bicycle on-board that entire time, I have a few issues/comments I would like to bring to your attention:

- For the new electric cars, please ensure bicyclists can sit within sight of their bicycles. Bicycle theft on Caltrain is a real issue, and though only affecting a small percentage of bicyclists, it is something all bicyclists worry about. If going with the design where each bicycle has its own rack (rather than the stacking design), please allow bicycles to be locked to the rack.
- Please ensure the new electrified trains have increased bicycle capability per train. You have been using somewhat deceptive tactics to claim you are increasing the bicycle capacity by lowering the capacity per train but increasing the number of trains per hour. First, there are a lot of assumptions here around what rate of trains per hour you will actually obtain. And this doesn't account for all the nuances around different types of trains (bullet, limited, or local): if I'm traveling from 22nd St to San Antonio, isn't my per hour capacity going to be very different from somebody traveling from 4th St to Palo Alto? Second, for an apples-to-apples comparison with the current situation where everyone thinks about capacity per train, you need to also be advertising the per train bicycle capacity. I think it's reasonable to talk about a per hour capacity as well, but it needs to be made clear what your assumptions are and to still provide the per train capacity.
- Thank you for the demo last year where you gave bicyclists boarding priority at crowded stations like Mountain View and Palo Alto. I thought this worked well and would love to see this implemented at all stations. But to do so, you really need signage on the platform where bikes must load/unload.
- In fact, signage on the platform indicating where bicycles should wait, as well as that for those with luggage, seems like a no-brainer. Why don't we have this? I can't tell you

how many people with luggage I see confused about where they should go with their luggage. Inevitably, many of them never know/find the luggage racks and either block aisles or take up seats with huge bags. And it seems a couple times a month I hear a conductor make an announcement during boarding to tell a bicyclist who accidentally boarded the wrong car to move to the bike car.

- There needs to be signage on the floors of the bike car entrances with large arrows showing which way bicyclists and non-bicyclists should go, preferably in a noticeable color like bright yellow. There should also be prominent signs (not the tiny ones randomly present on some bike cars) on the walls on the bike car in conspicuous locations. When accompanied with regular announcements from conductors stating that bike cars are reserved for bicyclists, this signage will further speed-up boarding of bike cars as well as allow more bicyclists to sit next to their bicycles. A minority of conductors are fantastic about telling all passengers boarding in the bike car to stay out of the bike car if they don't have a bike, but I would love to see all conductors doing this.
 - Note: I've been informed before that limiting bicyclists to bike cars violates ADA regulations. First, I'm just asking for signage and announcements; I'm not saying anybody should be forced to move from bike cars. Second, the vast majority (in my experience, at least 99%) of non-bicyclists sitting in bike cars are not disabled but doing so mostly out of ignorance of the issue, so announcements and signage would almost entirely solve the issue. Third, this ADA defense doesn't apply to the Gallery cars since the upper seats are clearly not accessible to the disabled and the lower quad chairs are at the other end of the bike car from the doors where you have to walk through bicycles; it would be much safer and easier for the disabled to go to the non-bike car side of the car. But again for emphasis: the issue isn't with the disabled taking seats from bicyclists but with the perfectly healthy (but unaware) persons doing so and this can be mostly solved with pervasive and obvious signage accompanied by regular conductor announcements.
- In the evening commute at 4th St station, there is often a crowding problem in the station where SB passengers waiting for train #380 bunch around the door where NB #269 is arriving since the same cars are used for both trains. It looks like this (it's hard to see, but note that inside the station is completely full of people crowding the door making it very hard to exit the platform):



These passengers, in their herd mentality, think that by crowding around the door they are going to get on #380 quicker, but in fact they get on slower because they significantly delay everyone de-boarding #269 because there is no space to get by. It literally doubles the time it takes to de-board. Meanwhile, most conductors are standing around chatting. Please get some movable stanchions and have the conductors deploy them to keep waiting passengers back away from the doors until ready to board. This will speed up de-boarding of NB trains and hence boarding for SB trains. In general, the 4th St stations just needs some better crowd management, especially when trains are delayed.

- There is a large hole in your schedule in what is effectively still the morning commute time: southbound leaving 4th St station between 9 am and 9:45 am. Can we please get another SB train leaving 4th St station at approximately 9:20? Ideally, this would be a limited train.
- The platforms at the 22nd St station desperately need an entrance from the south ideally with a ramp for bicyclists and handicapped access. There used to be an informal trail here years ago that was fenced-off some years ago, but it should be re-instituted in an official (paved) capacity. This would also help ease platform congestion when NB trains de-board during the evening commute where the existing stairs on the NB platform are wholly inadequate.
- Thank you for created designated parking space for scooters at the 22nd St station. They were over-crowding the entrance to the stairs on the SB platform.
- The San Antonio station at the Mountain View and Palo Alto border desperately needs widened sidewalks down to the pedestrian/bicyclist tunnel so that both bicyclists and pedestrians can use them at the same time without bicyclists having to wait behind pedestrians. This is the only place to cross the Caltrain tracks for 0.75 mile on either side and it needs to have its capacity upgraded. Please see what was done at the Palo Alto station where there is a tunnel under the Caltrain tracks between the VA and Homer Ave and which has separate and sufficiently-wide space for both pedestrians and bicyclists:



Thank you for our time,
Jonathan Dirrenberger
San Francisco, CA

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); "Shirley Johnson"
Subject: RE: Bike Space on Caltrain
Date: Wednesday, March 27, 2019 10:17:23 AM

Dear Terry,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a [full-time station access planner](#) was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#). We plan to have additional public meetings regarding bike security in the future.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Terry Rolleri [<mailto:terryrolleri@yahoo.com>]
Sent: Tuesday, March 05, 2019 2:59 PM
To: Board (@caltrain.com)
Cc: Shirley Johnson
Subject: Bike Space on Caltrain

Dear Caltrain Board:

I'm retired and travel during off peak hours and generally do not get bumped and generally have a seat. I ALWAYS use my bike to reach the station. I live at least 5-7 miles from the SF station and taking MUNI would take forever. I may be retired but time is still important to me.

I do think it is wrong to pit one group of passengers against another. As a cyclist, I help Caltrain save money by not needing any transportation service to reach the train or any other service to reach my ultimate destination. Passengers who drive to the station place a much larger burden on Caltrain as they require a costly parking lot. Caltrain should NOT make any attempt to further accommodate those who drive to the stations.

Caltrain should do everything possible to prevent bicycle bumping. If one is to use the train it must be reliable. How can you expect people to use the train if they are never entirely certain they will reach their destination (job) in a timely manner? If a person is bumped and must wait for another train, they will be late for work and their employer will not care why. The result will be that they will see that driving their own car is more reliable than taking the train and they will not return to try it again.

If you do not ride a bike, then you may not be aware of just how necessary it is to have your own transportation to and from the station. Without my bike, I would need to take MUNI, which would require a transfer. I would estimate that it would take more than an hour just to travel from my house to the station. Once I reach my departure station, I become dependent on SamTrans to reach my ultimate destination. This would add even more time to my trip. Very few would be willing to accept this level of service. Most sensible people would simply drive their cars.

Simply put, the transportation options to reach the train, or travel from the train to my ultimate destination are woefully inadequate. Bicycles are the cheapest and most reliable form of transportation to partner with the Caltrain. In Europe, train stations provide adequate secure parking for bikes, bike rentals and even showers in some stations. If we are to reduce traffic congestion and parking woes, we must do more to encourage the use of public transit. Until the public transit systems that support Caltrain are improved, we will need increased bicycle access to the trains. The new trains MUST, at the very least, accommodate the same number of bikes as our current train cars. Without bike access, taking the train is unreliable and takes far too long.

Sincerely,

Terry Rolleri

From: [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: "Dave Maltz"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: CalMod@caltrain.com; [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); bikesonboard@sonic.net
Subject: RE: Bike capacity on Caltrain is essential - please include 7-car designs
Date: Wednesday, March 27, 2019 10:20:30 AM

Dear David,

Thank you for your feedback, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

Caltrain currently has one of the most extensive onboard bicycle programs among passenger railroads in the nation. In 2015, after a two-year outreach effort that included public meetings, multiple surveys, station outreach, and over 10,000 comments; and then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#).

Caltrain was recently awarded state funds allowing for the expansion of the electric fleet from 16 six-car trainsets to 19 seven-car trainsets. In response to the bike community's request to have additional seats next to bikes on the electric trains, a public process will occur this spring regarding possible interior configuration of the cars.

As our riders know, Caltrain is extremely busy during commute times, with some of the trains at 140% capacity. [Future ridership growth projections](#) show demand continuing to grow and Caltrain is working to identify opportunities and strategies to meet the needs of the corridor with the development of a [Business Plan](#).

While in the past Caltrain was able to remove excess seats to provide more onboard space for bikes, the landscape has drastically changed with ridership nearly doubling since the beginning of this decade. Space at the stations is more abundant than onboard, and there is now a greater ability to serve people with bikes at stations. The current bike parking options leave a lot to be desired but huge advances in bike sharing, electronic lockers, and controlled access bike parking facilities can provide great options for many people who want to use a bike and Caltrain. Caltrain has designated more than \$3.5M to make vast bike parking improvements at the stations; and recently, a [full-time station access planner](#) was hired to implement [Caltrain's Bike Parking Management Plan](#) and improve bike access.

In addition, in January 2018, Caltrain created a bike security task force to explore and implement possible improvements to the bike program. An update on its process and progress was given to the Caltrain Bicycle Advisory Committee in September and can be seen [here](#).

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Dave Maltz [mailto:david.maltz@gmail.com]
Sent: Tuesday, March 26, 2019 11:53 AM
To: Board (@caltrain.com)
Cc: CalMod@caltrain.com; Caltrain, Bac (@caltrain.com); cacsecretary [mailto:@caltrain.com]; bikesonboard@sonic.net
Subject: Bike capacity on Caltrain is essential - please include 7-car designs

Dear Caltrain board members,

I've been a Caltrain bike commuter since 1999. I am disappointed at the approach that Caltrain staff have been taking with respect to future bike capacity as described in the thorough and logical [rebuttal](#) document that I recently reviewed.

I urge the board to hold staff to the 8:1 ratio endorsed in 2015 and to require that designs exploring bike capacity on all 7 cars be developed. Spreading the load across all train cars will help with at least 3 important elements:

1. Allow cyclists to sit near their bikes to prevent theft and facilitate destination shuffling
2. Speed turnaround at stations by reducing clustering at certain cars
3. Eliminate "newbie" confusion by allowing boarding with a bike on any car (like BART!)

Please do the right thing for the environment, for Caltrain, and for the riders.

Best,
David Maltz
San Francisco, CA