

JPB BOARD MEETING
August 1, 2019

Correspondence Packet as of
July 26, 2019



CITY COUNCIL 2019

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RICHARD A. GARBARINO, VICE MAYOR
MARK ADDIEGO, COUNCILMEMBER
MARK NAGALES, COUNCILMEMBER
BUENAFLOR NICOLAS, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

OFFICE OF THE MAYOR

07/22/19 AM 10:01 EXEC

July 16, 2019

Chair Gillian Gillet
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, 2nd Floor
San Carlos, CA 94070

Dear Chair Gillet,

I write to encourage the Peninsula Corridor Joint Powers Board (JPB) to adopt the Moderate Growth Caltrain Business Plan scenario which aspires to eight trains per hour stopping in South San Francisco – four trains going north plus four trains going south each hour. This represents an increase in Caltrain service to South San Francisco which is desperately needed.

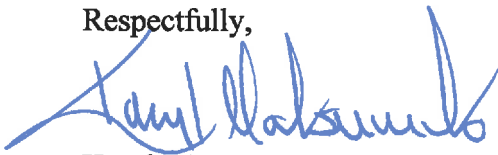
As you are aware, South San Francisco has grown tremendously over the past five years, and is expected to lead San Mateo County in job growth in the future. The City has a residential population in excess of 67,000; however, during the day, the population nearly doubles due to the approximately 60,000 jobs in South San Francisco. By 2040, the number of jobs in South San Francisco is estimated to exceed 90,000, driven by continued expansion in the biotech and tech sectors. This is graphically shown on the attached map prepared by San Mateo County's Transportation Authority. It demonstrates that over the next twenty years South San Francisco is expected to have the highest job growth in San Mateo County. Increased transit service is needed to meet this growth.

South San Francisco recently completed a new Master Transportation Plan for the jobs-rich area East of Highway 101 in the City. This study showed that 81% of the workers in this area are driving alone to work. Outreach to these employees showed a lack of available transit service as the major reason why the vast majority of workers are still driving to work. A review of the current Caltrain schedule confirms what we are hearing – that workers are driving because transit service to South San Francisco is woefully inadequate. For example, there is only one northbound train per hour and only two southbound trains per hour during the evening commute, and that is a local train which stops at virtually every station on the line. Improved Caltrain service is essential to reducing the number of workers driving to work.

Chair Gillian Gillet
Peninsula Corridor Joint Powers Board
July 16, 2019

The new South San Francisco Caltrain Station will open mid-2020, providing a great platform for increased service. I strongly urge the Board to adopt a new Caltrain Business Plan which provides increased service as soon as possible to South San Francisco. In the long run, a plan which includes adaptations for high speed rail and up to twelve trains per hour is optimal; however, in the short term, a plan providing eight trains per hour to South San Francisco is a must.

Respectfully,



Karyl Matsumoto
Mayor, City of South San Francisco

Attachment: Map of Projected Job Growth Centers

CC: Members, Joint Powers Board
Members, San Mateo County Transportation Authority
South San Francisco City Council
Mr. Jim Hartnett

From: Corey Baker
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); friends@friendsofcaltrain.com
Subject: Time to Expand Go Pass to Transportation Management Associations and Contractors
Date: Thursday, July 25, 2019 9:49:46 PM

Hi there Caltrain board,

I assume you've seen the arguments about this from *Friends of Caltrain*:

- The cost of GoPass is now much closer to the cost of individual rides and monthly passes
- Go Pass users are now starting to use clipper cards

- Expansion would increase Caltrain's revenue and ridership, while increasing access to sustainable transportation to lower-income workers in the Peninsula corridor, and helping to take thousands of additional cars off the road, alleviating traffic congestion and pollution.

- Organizations representing employers, transportation demand management service providers, and advocacy organizations supporting transit, the environment, and lower-income workers, urge the Caltrain board to update the Go Pass to allow major employers and Transportation Management Associations (TMAs) to provide coverage to contract workers and employees of collections of small service businesses.

Now that Caltrain has made adjustments to its GoPass program, the time is right to expand the program to allow major employers and TMAs to have the option to provide coverage to contract workers and employees of collections of small service businesses.

Is there any reason for Caltrain to hesitate to make this change?

Corey

Regular Caltrain commuter who stopped buying monthly passes because there isn't much savings over single rides.

--

Corey Baker, MLIS
Access ^ Outreach ^ Advocacy
<http://www.linkedin.com/in/coreybbaker>

"The next library is a place, still. A place where people come together to do co-working and coordinate and invent projects worth working on together. Aided by...a librarian who can bring domain knowledge and people knowledge and access to information to bear." - [Seth Godin](#)

From: Roland Lebrun
To: [Supervisor Aaron Peskin](mailto:Supervisor.Aaron.Peskin)
Cc: [Steve Stamos, Clerk of the Board Board \(@caltrain.com\)](mailto:Steve.Stamos.Clerk.of.the.Board.Board.(@caltrain.com)); [CHSRA Board](mailto:CHSRA.Board); [MTC Commission](mailto:MTC.Commission); [Nila Gonzales](mailto:Nila.Gonzales); [SECTA CAC](mailto:SECTA.CAC); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary.(@caltrain.com)); [TJPA CAC](mailto:TJPA.CAC); councilmembers@brisbaneca.org
Subject: Item #13 Update on the California High-Speed Rail Preferred Alternative
Date: Tuesday, July 23, 2019 3:32:31 AM

Dear Supervisor Peskin,

Further to my July 18th comments (below) about the proposed location and size of a "light" maintenance facility in Brisbane, the Authority's "Preferred Alternative" identifies 4th & King as the preferred station location which is a violation of Streets & Highways codes Section 2704.04 which clearly identified Transbay as the northern terminus, not 4th&King
<https://codes.findlaw.com/ca/streets-and-highways-code/shc-sect-2704-04.html>.

Next, the "System Performance, Operations and costs" table located on page 4 of the "[San Francisco To San Jose - Preferred Alternative Fact Sheet](https://www.caltrans.ca.gov/~/media/Caltrans/Programs/High-Speed-Rail/2019-07/San%20Francisco%20to%20San%20Jose%20-%20PA%20Fact%20Sheet.pdf)" shows an "Alignment length" of 42.9 miles which is Scott Boulevard in Santa Clara (<http://calhsr.com/wp-content/uploads/2010/02/42-TCCM-200-B.pdf>), not the San Jose Diridon station which is located 4.5 miles further south (<http://calhsr.com/wp-content/uploads/2010/02/47-TCCM-200-B.pdf>) (<https://www.sfcta.org/sites/default/files/2019-07/San%20Francisco%20to%20San%20Jose%20-%20PA%20Fact%20Sheet.pdf>)

The same table also shows a "Peak Hour Average Representative Travel Time" of 47 minutes which is a violation of Streets & Highways codes section 2704.09 which mandates a maximum travel time of 30 minutes between Transbay and Diridon, not 4th & King and Scott Boulevard in Santa Clara
<https://codes.findlaw.com/ca/streets-and-highways-code/shc-sect-2704-09.html>

Last but not least, Having selected 4th&King as the "temporary terminus", the Authority does not envisage any kind of grade separation at 16th Street.

In closing, pursuant to CPUC section 185032(b), I would recommend directing an entity such as Caltrain to proceed with the environmental clearance of the Transbay to Gilroy alignment in a single EIR (instead of 3 separate EIRs as currently proposed by the Authority).
<https://codes.findlaw.com/ca/public-utilities-code/puc-sect-185032.html>

Sincerely,

Roland Lebrun

From: Roland Lebrun
Sent: Thursday, July 18, 2019 7:36 AM
To: councilmembers@brisbaneca.org <councilmembers@brisbaneca.org>
Cc: [Steve Stamos, Clerk of the Board <clerk@sfcta.org>](mailto:Steve.Stamos.Clerk.of.the.Board.(@caltrain.com)); [Caltrain Board <board@caltrain.com>](mailto:Caltrain.Board.<board@caltrain.com>); [CHSRA Board <boardmembers@hsr.ca.gov>](mailto:CHSRA.Board.<boardmembers@hsr.ca.gov>); [MTC Commission <info@mtc.ca.gov>](mailto:MTC.Commission.<info@mtc.ca.gov>); [Nila Gonzales <NGonzales@TJPA.org>](mailto:Nila.Gonzales@TJPA.org); [SFCTA CAC <cac@sfcta.org>](mailto:SFCTA.CAC.<cac@sfcta.org>); [Caltrain CAC Secretary <cacsecretary@caltrain.com>](mailto:Caltrain.CAC.Secretary.<cacsecretary@caltrain.com>); [TJPA CAC <CAC@TJPA.org>](mailto:TJPA.CAC.<CAC@TJPA.org>)
Subject: Item VI.C CHSRA Preferred Alternative

Dear Mayor Davis and Council,

If possible, I would like to show the attached presentation during public comment after the CHSRA preferred alternative presentation (item VI.C)

Key points:

1) **Why 100 acres** for a **Light** Maintenance Facility instead of 8?

Example: Eurostar Temple Mills Depot in North London (**23-acre HMF/LMF**)
https://en.wikipedia.org/wiki/Temple_Mills#Eurostar_depot
<http://wikimapia.org/#lang=en&lat=51.560157&lon=-0.029354&z=16&m=w&show=9000023/Site-of-new-track-railway-sidings-at-Orient-Way>
<https://www.google.com/maps/place/Temple+Mills+TMD/@51.5600181,-0.0246637,542m/data=!3m1!1e3!4m5!3m4!1s0x48761d9f7ce2acd1:0x9e78b4c369afd47518m2!3d51.5602053!4d-0.0228495>

2) Alternate Brisbane location: **between Ice House Hill and the Tank Farm** (requires relocating tracks and the Bayshore station to the future 5th Street)

3) **Ultimate solution:** LMF relocation to the former Amtrak HMF in Oakland (**requires new Transbay Tunnel**)
See attached Transbay "Blended" Tunnel proposal currently under review by MTC (Horizon Crossings/Plan Bay Area 2050). The Brisbane section starts on page 7.
Please note that this proposal requires turn-back tracks south of the Bayshore station (same location as 2) above).

Thank you in advance for your consideration.

Sincerely,

Roland Lebrun

cc:
SFCTA
Caltrain Board
CHSRA Board
MTC Commissioners
TJPA
SFCTA CAC
Caltrain CAC
TJPA CAC

From: Shannon Peloquin
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Invitation to McKinsey event on disruption in energy, infrastructure & mobility
Date: Tuesday, July 23, 2019 8:41:55 AM

Dear Jeannie,

I am writing to invite you to McKinsey's Global Infrastructure Initiative roundtable, **"Building change: Opportunities in disruption" on October 2 in San Francisco**. Convening ~80 of your senior executive peers from both public- and private-sector organizations across energy, infrastructure and mobility, the group will explore solutions that address the rapidly changing technology landscape, natural resource constraints, risk and resilience. The roundtable's discussion-based format is designed to encourage leaders to exchange ideas and best practices for pursuing transformation and building a workforce for the future.

On **October 3**, we are excited to host a half-day **Women Leaders Forum** for all the women attending the Building Change roundtable. After a networking breakfast, the professional program will create a space to collectively discuss barriers and opportunities, allow for the exchange of ideas with peers from across the ecosystem and learn about specific actions that have proven effective in empowering and strengthening women in leadership.

Please see the attached invitation for more information and register for the event here: [Register for Building change: Opportunities in disruption](#).

Best regards,

Shannon



[Building Change Invitation.pdf](#)

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10022
United States

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From: Sidharth Kapur
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); BusinessPlan@caltrain.com
Subject: In support of high quality regional rail
Date: Monday, July 22, 2019 10:59:23 AM

Hi,

I'm a Oakland resident who works in San Francisco. I wanted to encourage you to pursue a high-frequency, high-ridership target for the Caltrain 2040 plan. I hope that this plan includes level boarding at all stations, 10 tph in each direction including off peak and on weekends, fare integration and timed transfers with BART and local buses, and a DTX/Second Transbay Tube project that connects to Capital Corridor trains in the East Bay.

Thanks!
Sidharth

From: Susan Setterholm
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: friends@friendsofcaltrain.com
Subject: GoPass
Date: Thursday, July 25, 2019 3:35:52 PM

Please extend GoPass to TMAs and contractors.

Susan Setterholm
SF. 94109

From: [Seamans, Dora](#)
To: [Board \(@caltrain.com\)](#); [Shockley, Daniel](#); [Wegener, Christy](#)
Cc: [Murphy, Seamus](#); [Bartholomew, Tasha](#); [Fromson, Casey](#); [Rios, Rona](#); [Gumpal, Cindy](#)
Subject: RE: From Caltrain Board email FW: Time to Expand Go Pass to Transportation Management Associations and Contractors
Date: Friday, July 26, 2019 8:42:19 AM

Hello – please see the following and advise?

Thanks,
Dora

From: Corey Baker <teachercorey@gmail.com>
Sent: Thursday, July 25, 2019 9:50 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; friends@friendsofcaltrain.com
Subject: Time to Expand Go Pass to Transportation Management Associations and Contractors

Hi there Caltrain board,

I assume you've seen the arguments about this from *Friends of Caltrain*:

- The cost of GoPass is now much closer to the cost of individual rides and monthly passes
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Regular Caltrain commuter who stopped buying monthly passes because there isn't much savings over single rides.

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Corey Baker, MLIS
Access ^ Outreach ^ Advocacy
<http://www.linkedin.com/in/coreybbaker>

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coordinate and invent projects worth working on together. Aided by...a librarian who can bring domain knowledge and people knowledge and access to information to bear." - [Seth Godin](#)

From: [Rios, Rona](#)
To: "Tomika Gardner"; TitleVI
Cc: [Board \(@caltrain.com\)](#)
Subject: RE: Consumer Report File # 722524
Date: Monday, July 22, 2019 10:46:08 AM

Dear Ms. Gardner,

Regarding gathering the information from the citation, unfortunately, we don't have access to it which is why in order to address the proper train crew I was hoping to gather a few details such as train number, occurrence date and time.

I apologize that this has been a frustrating experience.

Best,

Rona Rios
Director, Customer Experience
SamTrans|Caltrain|SMCTA
1250 San Carlos Avenue
San Carlos, CA. 94070
riosr@samtrans.com

From: Tomika Gardner [mailto:gardnert@georgetown.edu]
Sent: Saturday, July 20, 2019 8:55 AM
To: Rios, Rona; TitleVI
Cc: Board (@caltrain.com)
Subject: Re: Consumer Report File # 722524

All of that information should be on the citation itself, which I'm sure you already have access to, unless the intention is to use that technicality as a means to slow or impede the investigation.

I had proof of payment each time train personnel came through checking specifically for us, and I made every effort to properly configure both our fares/tickets, but the station agent, Ms. Ulrich and then the station master all refused to answer questions.

You must have the security footage from the train at on the date listed on the citation.

Review it.

Interview the aggressors (conductors, security, etc) and see if standard operating procedures were followed.

We were targeted and intimidated until a pretense for ejecting us from the train could be implemented. Security took and circulated our picture to station and train staff. (Those pictures are unauthorized and I am formally demanding that they be deleted).

Now for all this trouble we were put through by Caltrain staff/security, we have to pay Caltrain \$75?

On Fri, Jul 19, 2019, 11:09 AM Rios, Rona <riosr@samtrans.com> wrote:

Dear Tomika Gardner,
Thank you for submitting your comments to Caltrain. We sincerely apologize for what you described and we understand how this could negatively impact your day.

Caltrain is a Proof-of-Payment system in which all passengers are required to be in possession of valid fare. Passengers without valid fare will be cited under our new zero tolerance policy. However, we do expect our crew members to be professional at all times, including during the course of fare enforcement. We would like to investigate this matter further with our Rail Operations team. In order to aid us in our investigation, would you mind giving us a little more detail? If possible would you be able to provide a train number, occurrence date and time? Providing us with such information will help the process immensely.

In regards to the violation you received, whether it's to contest it, or information about the hearing process etc., this information is located on the back of your Notice of Violation" as well as on Caltrain's website: (http://www.caltrain.com/Fares/Fare_Evasion_Policy.html) and Picket.com/caltrain(https://www.picket.com/CALTRAIN/contesting_info.html) websites.

Thank you again for bringing this to our attention and we again regret the negative impression this situation has left you. We appreciate your feedback and we look forward to providing you with improved customer service on your future commutes.

Kind Regards,

Rona Rios
Director, Customer Experience
SamTrans|Caltrain|SMCTA
1250 San Carlos Avenue
San Carlos, CA. 94070
riosr@samtrans.com

From: Tomika Gardner <gardnert@georgetown.edu>
Sent: Monday, July 8, 2019 8:59 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: boardsecretary@caltrain.com
Subject: Administrative Review Request Confirmation - Cite #33001228- Lic #76TGA925

Reason for contesting:

I asked station attendant how to configure my day pass and they refused to help me. I purchased the youth pass for my son who is 15 years old and the Medicaid pass for myself since I have my Medical card. I boarded very early in the morning and accidentally slept past the zone limit of my ticket, but that was unintentional. I explained to Ms. Ulrich the agent who wrote the ticket that it was literally my second day in San Francisco and I don't understand how to work the ticket machine. No warning was given first, just a violation of \$75.

Both days I boarded Caltrain train staff and security were unusually focused on me and my son and unusually focused on verifying our tickets, with security in station also taking my picture without my authorization, which makes the citation appear premeditated.

When I asked to speak with a station manager to file a complaint the station master said there were three of them but he didn't know any of their names or when/if they were coming in to work, then he walked away. How does someone not know their managers' names? It looks like citation abuse with impunity, impeding my right to file a complaint and intimidating me from using the service under fear of harassment, debt or arrest for trespassing.

From: Paul MacRory
To: [Nabong, Sarah](#)
Cc: bikesonboard@sfbike.org; janice@sfbike.org; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Bartholomew, Tasha](#); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))
Subject: Bikes on Caltrain Comment
Date: Wednesday, July 24, 2019 5:05:20 PM

Hi,

Just wanted to report that the link to the Caltrain bike rules is broken: http://www.caltrain.com/riderinfo/Bicycles/Bicycle_General_Info.html

This is linked from: <https://sfbike.org/resources/bikes-transit/>

Thanks for an otherwise great site!

Thanks,
Paul