



JPB Board of Directors
Meeting of December 5, 2019

Correspondence as of December 4, 2019

Subject

- 1 City of Sunnyvale letter re. Baby Bullet stops in Sunnyvale
- 2 Response to City of Sunnyvale letter re. Baby Bullet stops in Sunnyvale



12/20/19 PM 3:00 EXEC

November 20, 2019

Gillian Gillett, Chair
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Gillett:

On behalf of the City of Sunnyvale, I am writing to request additional Baby Bullet stops be added in Sunnyvale. The lack of morning southbound and evening northbound Baby Bullet trains is not supportive of the commuting employees that work in Sunnyvale.

Larry Klein
Mayor

Russ Melton
Vice Mayor

Gustav Larsson
Councilmember

Glenn Hendricks
Councilmember

Nancy Smith
Councilmember

Michael S. Goldman
Councilmember

Mason Fong
Councilmember

Sunnyvale's main Caltrain station, located at 121 W. Evelyn Avenue, currently has three northbound Baby Bullet stops in the mornings, but zero southbound Baby Bullet stops. The same data points apply to the evening commute zero northbound Baby Bullet stops and three southbound Baby Bullet stops. These schedules do not support commuters traveling southbound in the mornings, or northbound in the evenings.

Sunnyvale has numerous large businesses, including 23andMe, LinkedIn, Northrop Grumman, Walmart Labs, Apple, and Twitter, that have thousands of employees commuting from the northern Peninsula and San Francisco into Sunnyvale. The current lack of Baby Bullets into Sunnyvale has required that employers establish shuttles out of Sunnyvale to the Mountain View Caltrain Station in the mornings and in the evenings to allow employees to reach their destination. The above businesses and numerous other midsize and smaller business are **all within walking distance from the Sunnyvale Caltrain station**. These businesses have asked for the City's assistance in working with Caltrain to **increase the number of Baby Bullet stops in Sunnyvale**.

The City of Sunnyvale has a history of doing its part environmentally through appropriate zoning. We have more than 1 million square feet of office space and thousands of residential units that are walking distance to the Downtown Caltrain Station. Sunnyvale is in the process of approving zoning for even more office space and housing close to our Downtown station.

Gillian Gillett, Chair
Peninsula Corridor Joint Powers Board
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We are formally requesting that the Peninsula Corridor Joint Powers Board (PCJPB) consider the request to add southbound Baby Bullet stops in the mornings, and northbound Baby Bullet stops in the evening at our Sunnyvale station. We are hoping that Sunnyvale businesses won't need to wait another two years for the Caltrain Electrification to complete before rewarding their employees with an easier commute.

Please contact Connie Verceles, Assistant to the City Manager, at 408-730-7256 or cverceles@sunnyvale.ca.gov to schedule a meeting or for additional information regarding this request.

Sincerely,



Larry Klein
Mayor

cc: Dave Pine, Vice Chair, JPB
Cindy Chavez, Boardmember, JPB
Jeannie Bruins, Boardmember, JPB
Devora Davis, Boardmember, JPB
Jim Hartnett, General Manager/CEO, San Mateo County Transit District
Michelle Bouchard, COO, Caltrain
Kent Steffens, City Manager
Connie Verceles, Assistant to the City Manager



Office of the Mayor and City Council
456 W. Olive Avenue
Sunnyvale, CA 94088-3707

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To: Executive Office



Gillian Gillett
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave
P.O. Box 3006
San Carlos, CA 94070-1306

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BOARD OF DIRECTORS 2019

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JIM HARTNETT
EXECUTIVE DIRECTOR

December 3, 2019

Larry Klein, Mayor
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088

Dear Mayor Klein,

Thank you for expressing your interest in additional baby bullet service at the Sunnyvale Caltrain Station.

Currently, the Caltrain Electrification project construction is occurring throughout the 51 mile corridor. There is a tremendous amount of intense coordination and behind the scenes work that occurs in order to continue to serve approximately 65,000 daily riders and build the biggest system-wide project in Caltrain's history. Any capital, maintenance or service changes have to be very carefully managed to avoid impacting service and ensuring adequate construction work windows for the Electrification project. In addition to the Electrification project, a large grade separation project in San Mateo, the South San Francisco station rebuild, and system-wide testing of new federally mandated safety technology enhancements (PTC) are also underway, further constraining the flexibility for changes on the corridor.

At this time, given the reasons above, it would be very difficult to add additional baby bullet service to the Sunnyvale station. Adding a baby bullet stop would add time to the current train schedule and result in changes to many other schedules because as a train finishes one trip it "turns" around and must start another. This would impact the current schedule and could change the available work windows for the electrification project. Since construction on the Electrification project has started, several cities have requested bullet train service at stations where significant growth has occurred. Consistently, Caltrain has stated that major service changes could and would occur when the Electrification project is complete. Sunnyvale will have significantly improved service at that time and be part of detailed conversations on the electrification service schedule.

It has been mentioned that Caltrain has modified the Gilroy service. The change that was made was to change the time of a train, not provide new service. The Gilroy service equipment and service is treated very differently from the "mainline" service that stretches from San Francisco to San Jose. The Electrification project limits end at San Jose so the work window constraints are also not factor in that part of the corridor.

Finally, in addition to the improved service and schedule that will occur once the corridor is electrified, Caltrain has been embarking on an intensive long-term planning effort called the Caltrain Business Plan. Through that effort, the Caltrain Board has adopted a service vision that

Larry Klein, Mayor
December 3, 2019
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calls for at least 8-Caltrain trains per hour. In that future scenario, Sunnyvale station has a conceptual peak hour service of 8 trains per hour, per direction (4 express trains and 4 local trains). We are grateful to Sunnyvale Councilmember Nancy Smith who has been participating in the Business Plan effort through the Caltrain Local Policy Maker Group.

If you have any additional questions about the information above, we would be happy to meet to discuss.

Sincerely,



Jim Hartnett
Executive Director

cc: City of Sunnyvale City Council
Kent Steffens, City Manager
Peninsula Corridor Joint Powers Board
Michelle Bouchard, Chief Rail Officer