



JPB Board of Directors
Meeting of December 5, 2019

Correspondence as of November 15, 2019

#	<u>Subject</u>	<u>No. emails by topic</u>
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Board (@caltrain.com)

From: Ahalya Srikant <asrikant@survey.bizjournals.com>
Sent: Tuesday, November 12, 2019 11:07 AM
To: Board (@caltrain.com)
Subject: Caltrain: 1-minute poll: Bay Area companies relocating out of state

**SAN FRANCISCO
BUSINESS TIMES**

San Francisco Business Times

Ahalya Srikant | asrikant@bizjournals.com

Dear General email null:

The San Francisco Business Times is conducting a short poll on companies that are planning to or have opinions about leaving the Bay Area.

We'll appreciate your response to a 1-minute poll. Your responses will not be attributed to you unless you have comments you would like to share on the record.

We would love to hear back by Nov 22, 2019.

Update your information

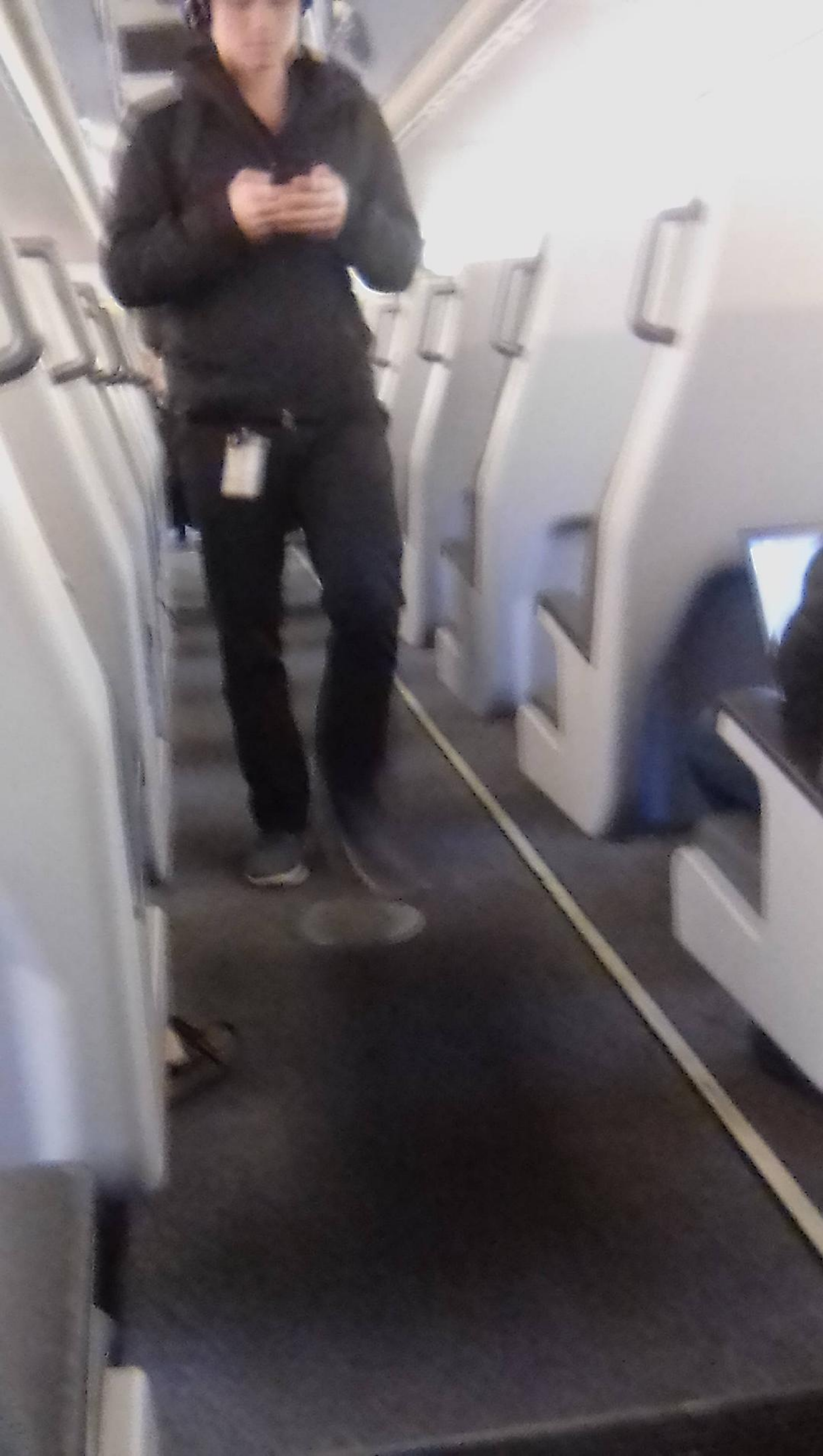
Ahalya Srikant
415-288-4962/asrikant@bizjournals.com

For questions about this e-mail: asrikant@bizjournals.com

From: [Jarrod Harden](#)
To: [Board \(@caltrain.com\)](#); [Board \(@caltrain.com\)](#)
Subject: Pets on Trains-The reckoning
Date: Thursday, November 14, 2019 9:08:11 AM
Attachments: [no dog 1.jpg](#)
[no dog 2.jpg](#)
[no dog 3.jpg](#)

Here is the guy with the dog....and no dog today. What more do you need? When will you enforce policy? "We can't do anything about it" excuse is over. Step up and do your jobs.

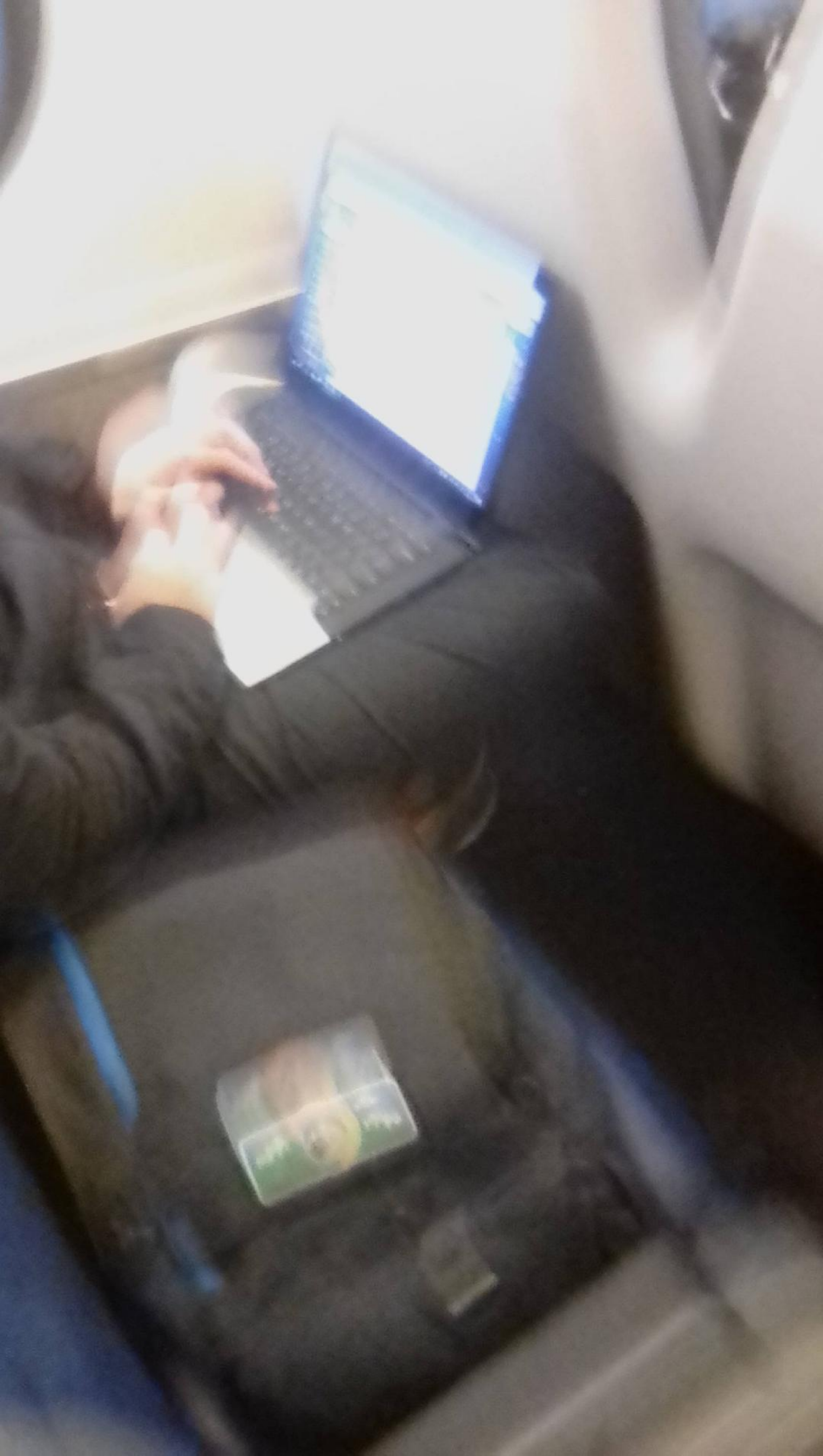
Jarrod Harden





C - CALL NUMBER

D - SLIDE WINDOW



Board (@caltrain.com)

From: Jarrod Harden <jrodhard@yahoo.com>
Sent: Wednesday, November 13, 2019 6:48 PM
To: Board (@caltrain.com); Board (@caltrain.com)
Subject: Pets on Trains-Again
Attachments: dog guy.jpg

I have spoken to your staff again. I have been told again that I have no rights. That the person with the dog can be on the train and I essentially have to sit elsewhere to avoid the animal. I will say again, if this was ACTUALLY a service animal, you would not be hearing from me. It is NOT a service animal. I asked him and HE said it was a comfort animal.

You need to address this situation. I will continue to complain and chronicle this until you actually do something.

First, the ADA does not acknowledge or protect comfort animals. According to the ADA, two questions may be asked of an individual with an animal:

1. Is this a service animal?
2. What service does the animal provide?

I know your staff has never asked this person either of these questions (or anyone else for that matter). They are too busy giving the dogs treats to ask anything else.

There is no place I can be on the train where I am guaranteed to not be faced with a dog. Your lack of action is opening the door for considerable trouble. You need to address this situation. Your own policy only mentions service animals, so this and any comfort animal or pet should not be allowed on the train.

Please update your policy to address this situation. If you aren't going to enforce, then abolish your animal policy and see what happens when you do. I should also ask, why have a policy if you have no intention of actually enforcing it.

Please see attached picture. Per your policy, the dog must be controlled by the owner. How is the animal controlled by this person? Both hands and eyes on his device. Feet up which would allow the dog to dart away. Headphones on. No contact with the leash. He doesn't see the dog, he is not holding the leash and cannot hear it. How is that animal controlled?

Please address this situation. My comfort is equally as important as this person with the animal. I will not stop until you do or you drive me off the train because there is no where safe for me to be.

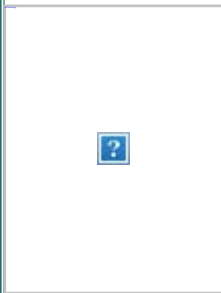


From: Board.1@caltrain.com
To: Narayan_Benaka
Subject: FW: BATWG Newsletter - November 2019
Date: Friday, November 15, 2019 11:46:52 AM

From: Bay Area Transportation Working Group <BATWGNewsletter@gmail.com@vrmailer3.com>
Sent: Wednesday, November 13, 2019 10:17 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: BATWG Newsletter - November 2019

{VR_MSO_FONT_OVERRIDE}

[View this email in your browser](#)



BATWG Newsletter

Issue No. 19, November 13, 2019

The Bay Area Transportation Working Group (BATWG) is an all volunteer organization formed in 2012 to keep up with and respond to ongoing Bay Area transportation issues and events. Our primary objective is to find ways of easing regional traffic congestion by improving the reliability and general appeal of the Region's passenger rail and bus systems. BATWG is dedicated to working with like-minded groups to bring about these needed changes. To learn more about BATWG, please go to www.batwgblog.com.

Save the Date: BATWG meetings occur on the third Thursday of the month from 10 a.m. to noon. The next meeting will be on Thursday, **November 21, 2019**. You may participate either in person or by telephone. To receive our meeting Agendas please contact us at BATWGNewsletter@gmail.com.

Donate Online

Joining or donating to BATWG is easier than ever! Just open the BATWG website, www.batwgblog.com, find the donate button and follow the on-line instructions. If you have any trouble let us know.

Bay Area at a Crossroads

November 13, 2019

It's no secret that because of disconnected transit systems and ever-increasing traffic backups, the Bay Area is becoming more and more constricted.....and that helps no one. This increasingly obvious regional problem has recently been reaffirmed by a panel of business interests proposing to raise and spend \$100 billion to create a "Faster Bay Area". While they've correctly identified the long neglected problems in need of attention, the FBA group has yet to set forth a fair and equitable way of raising the necessary capital. Moreover the group continues to struggle with the problem of how to implement a bonafide regional program without its being sabotaged by local and special interests intent upon obtaining new funding for their parochial and special interest projects.

The Bay Area Metropolitan Transportation Commission (MTC) is clearly expecting to gain control over this vast amount of new transportation funding, which would come on top of its recent takeover of ABAG and continuing attempts to assume control over the region's housing crisis. Is MTC up to the job? During the last four and one half decades, despite acquiring and spending well over \$100 billion, MTC has had little if any effect on either strengthening Bay Area transit or reducing Bay Area traffic. So the answer has to be a clear NO.



There are several reasons for this.

Click [here](#) to read more.

Riders Yin while SF BART Board Members Yang

November 13, 2019

Last year BART conducted a survey of its riders. The survey results revealed that between 2014 and 2018 general rider satisfaction with BART dropped by 18%, from 74% to 56%. Rider responses were elicited in response to 46 separate elements of BART's service. The Clipper Card got the highest rating. High ratings were also given to the availability of maps and schedules, on-time performance and the frequency of BART trains.

To most riders it will come as no great surprise to learn that conditions in BART stations, interior on-car noise levels and cleanliness were much farther down the list. And it will come as even less of a surprise that the very lowest ratings included BART's lax enforcement of its fare evasion problem, and the absence of adequate

BART policing at stations, on trains and in BART parking lots. At the very bottom of the list was the riders' strongly negative reaction to BART's failure to address its homeless problem.

Continue reading [here](#),

DTX Project Remains Entangled in SFCTA Maul

November 13, 2019

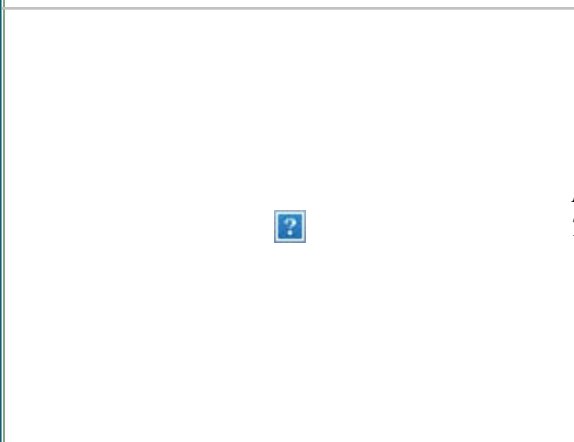
Here are excerpts from a dialogue that has been ongoing between the SFCTA and BATWG since the October 22, 2019 SFCTA hearing. It illustrates BATWG's current assessment of the situation:

Excerpts from **BATWG's** letter dated October 26th to the SFCTA:

At the October 22, 2019 SFTCA hearing much was made of 2028, the year by which the trains would be allegedly be carrying passengers to and from the Salesforce Transit Center. [Based upon the delays that have already occurred and that are continuing to occur], 2030 or later would be more realistic.

In any event there are two dates of far more immediate importance that were not mentioned on 10/22.

First, when will [the SFCTA let] the Preliminary Engineering and PE cost estimating work be restarted? While [we] believe that Mark Zabeneh is ready and able to do the work we realize that he may be cashiered, unfairly in our view. So the question becomes, when will someone be given the authority and funding needed to commence preliminary engineering? When will the SFCTA get serious about restarting the DTX project?



*Empty Transit Center
Train Terminal Sits Waiting...*

Second, when will a bonafide preliminary engineering cost estimate be available for all to see? Given the uncertainties and confusion created by the past and continuing delays, the potential funding sources have understandably adopted a wait-and-see attitude. Clearly defining the project is an essential first step to restarting the project, and that requires a completed PE.

Excerpts from a subsequent exchange of letters between SFCTA and BATWG:

Click [here](#) to continue reading.

Read the latest BATWG posts [here](#)

Join or Donate Today

BATWG's annual membership fee is \$20 a year. To join, please either come to a meeting or mail a check made out to BATWG to [3001 Ashbrook Court, Oakland, CA 94601](#). Contributions in any amount are gratefully accepted.

Click to [edit Email Preferences](#) or [Unsubscribe](#) from this list.

BATWG
Oakland
3001 Ashbrook Court
Oakland, CA 94601 - US



From: [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))
To: "Annette Torrence"; [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously
Date: Thursday, November 14, 2019 2:06:31 PM

Dear Annette,

Thank you for your feedback. On June 6, 2019, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. 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](#) over today which is achieved through train frequency.

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

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: Annette Torrence [mailto:annette.torrence@gmail.com]
Sent: Monday, November 04, 2019 5:45 AM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

As a new bike commuter, I endorse the below message and thank you for your consideration.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Annette Torrence
Sunnyvale