

JPB CAC

CORRESPONDENCE
AS OF

October 17, 2023

From: [Roland Lebrun](#)
To: [Transbay Info](#)
Cc: [Board \(@caltrain.com\)](#); [SFCTA Board Secretary](#); [TJPA DTX](#); [TJPA CAC](#); [cacsecretary \[@caltrain.com\]](#); [SFCTA CAC](#)
Subject: Fw: DTX O&M cost breakdown
Date: Friday, October 6, 2023 3:27:16 PM
Attachments: [Item4 20-Year-Financial-Plan-DTX-Cost-Funding-Update.pdf](#)

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Dear Sir or Madam,

Further to Caltrain's response to PRA 23-69 (<https://caltrain.nextrequest.com/requests/23-69>) that "*The Peninsula Corridor Joint Powers Board does not have records responsive to your request, particularly because your **request asks for underlying data in the possession of the TJPA that was used to compile estimated cost elements for a TJPA presentation to one of its committees or its Board.***", please refer to the attached slide and provide the following information pursuant to Government Code Section 6250 et seq:

1) A breakdown of the following DTX O&M cost elements:

- *Traincrews, Supervisors, Expenses, Operations and Dispatch Management, Administration, Safety, Finance, Timetables and Tickets, and Security* **\$6.9M**
- *Rolling Stock (Diesel and EMU) Maintenance, Fuel, Lubricants, and Utilities* **\$5.5M**
- *Stations, Track, OCS/TPS, Equipment Maintenance, and Spare Parts* **\$23.4M**
- *Wages and Benefits* **\$2.3M**

2) **The source of your information.**

Thank you in advance for your prompt response to this request.

CC

TJPA Board of Directors
Caltrain Board of Directors
SFCTA Commissioners
DTX Executive Steering Committee
TJPA CAC
Caltrain CAC
SFCTA CAC

From: Roland Lebrun
Sent: Monday, October 2, 2023 10:56 PM
To: Caltrain Public Records <pra@caltrain.com>

Subject: DTX O&M cost breakdown

Dear Sir or Madam,

Please refer to the attached slide and provide a breakdown of the following DTX O&M cost elements pursuant to Government Code 6250 et seq.

- Traincrews, Supervisors, Expenses, Operations and Dispatch Management, Administration, Safety, Finance, Timetables and Tickets, and Security \$6.9M
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Roland Lebrun

Preliminary DTX Incremental O&M Cost

Cost Element	Cost (2023\$s) M
Traincrews, Supervisors, Expenses, Operations and Dispatch Management, Administration, Safety, Finance, Timetables and Tickets, and Security	\$6.9
Rolling Stock (Diesel and EMU) Maintenance, Fuel, Lubricants, and Utilities	\$5.5
Stations, Track, OCS/TPS, Equipment Maintenance, and Spare Parts	\$23.4
Insurance, Claims, Payments, and Reserves	\$1.2
Wages and Benefits	\$2.3
Professional Services	\$0.4
Other Office Expenses and Services	\$0.3
TOTAL	\$40.0

From: [Adina Levin](#)
To: [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])
Subject: Public comment - Distance-based fares and BART-Caltrain study
Date: Monday, October 16, 2023 10:44:32 AM
Attachments: [2023-07-19 - Agenda Item 10 Draft Fare Structure Recommendations - final 1 \(1\).pdf](#)

You don't often get email from adina.levin@friendsofcaltrain.com. [Learn why this is important](#)

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Dear CAC members,

The CAC has a longstanding resolution in favor of shifting to distance-based fares.

A recent piece of good news toward this goal was shared by staff at the July CAC meeting. Caltrain and BART are planning a joint fare study. Because BART has distance-based fares, a logical direction for this study would be for Caltrain to join BART's distance based fare system (see page 4 in the staff presentation, linked at attached).

Standardizing regional fares was a positive recommendation of the region's adopted Fare Policy Vision, based on the Fare Coordination and Integration Study which modeled robust ridership increases from this strategy (68,000 additional riders using pre-Covid figures).

Unfortunately, staff said that the BART/Caltrain study would start only after the release of Clipper 2.0 in 2024, because of the desire to have 100% data about ridership. This delay does not make sense. Caltrain is making many other fare changes with a goal of increasing ridership, without 100% data.

The FCIS study did estimate that the change would have costs. The next study focusing on potential implementation should estimate costs and proposed strategies to cover the costs.

In summary, an effective way to pursue the CAC's goal of distance based fares would be for the CAC to encourage Caltrain and BART to start the joint fare study earlier.

<https://www.caltrain.com/media/31234/download>
<https://mtc.ca.gov/planning/transportation/regional-transportation-studies/transit-fare-coordination-integration-study>

Thanks,
- Adina
Adina Levin
Friends of Caltrain / <https://greencaltrain.com>
Seamless Bay Area / <https://seamlessbayarea.org>
650-646-4344

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