



JPB Board of Directors  
Meeting of March 7, 2024

Correspondence as of March 6, 2024

<u>Item #</u>	<u>Subject</u>
1	Public Review Draft: 2024 SJJPA Business Plan Update
2	RE_ 2/1 Board Meeting Public Comment - Electrification services

**From:** San Joaquin Joint Powers Authority <info-sjjpa.com@shared1.ccsend.com>  
**Sent:** Wednesday, March 6, 2024 11:25 AM  
**To:** Board (@caltrain.com)  
**Subject:** Public Review Draft: 2024 SJJPA Business Plan Update

## San Joaquin Joint Powers Authority

### 2024 SJJPA Business Plan Update - Public Review Draft



Dear SJJPA Stakeholder:

SJJPA is proud to release its **Public Review Draft of the 2024 SJJPA Business Plan Update.**

[2024 SJJPA Business Plan Update - Public Review Draft](#)

SJJPA would appreciate comments to be submitted to Michael Hanebutt, at [mhanebutt@sjrrc.com](mailto:mhanebutt@sjrrc.com) by March 25, 2024.

The Business Plan will be on the agenda as an Action Item at the next SJJPA Board Meeting on May 17, 2024.

---

See what's happening on our social sites



San Joaquin Joint Powers Authority | 949 E. Channel Street, Stockton, CA 95202

[Unsubscribe board@caltrain.com](mailto:board@caltrain.com)

[Update Profile](#) | [Constant Contact Data Notice](#)

Sent by info@sjjpa.com powered by



Try email marketing for free today!

**From:** [Sarah Nabong](#)  
**To:** [Vincent Huang](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: 2/1 Board Meeting Public Comment - Electrification services  
**Date:** Wednesday, March 6, 2024 2:43:14 PM

---

Dear Vincent Huang,

Your follow up email was received. A copy of this correspondence will also be sent to our Board of Directors.

Thank you for reaching out to Caltrain and for your feedback.

I was informed that a market analysis approach was used to develop the service plan, through a ridership analysis that considered current and pre-COVID ridership patterns, a land use analysis that looked at population and jobs near stations as well as growth, an equity analysis to improve connections to low income and/or minority communities, and transit connections.

Based on the market analysis to attract riders and increase ridership, several stations demonstrated the strongest need for additional service frequency in Santa Clara County and part of San Mateo County during the peak periods: South San Francisco, San Mateo, Hillsdale, Menlo Park, Sunnyvale, Lawrence, and Santa Clara.

At this time, we do not plan on adjusting our service plan until its implementation in September 2024. However, we will keep your suggestions in mind for future service changes. We are continuously gathering feedback from our riders and external stakeholders, and we will continue to do so when the new service is implemented. Staff will continue to monitor service as well for any potential schedule improvements.

Once more, we appreciate your comments.

Kind regards,

**Sarah Nabong, Customer Service Representative 2**

1250 San Carlos Ave San Carlos, CA 94070

Phone: 800.660.4287

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



---

**From:** Vincent Huang <vincenthuang279@gmail.com>  
**Sent:** Tuesday, February 20, 2024 6:03 PM  
**To:** Sarah Nabong <nabongs@samtrans.com>  
**Cc:** Board (@caltrain.com) <board@caltrain.com>  
**Subject:** Re: 2/1 Board Meeting Public Comment - Electrification services

---

Follow up email to:

Thank you for your response.

As mentioned in my previous email, only the most passionate would leave a public comment. Results would drastically differ if a stratified sampling survey were conducted - for example, surveyors asking riders on the spot across every station with different commutes, commute times, home city, and wealth. This would lead to a broader coverage of responses rather than from people initially interested in the project.

Secondly, I did not mean to imply that San Mateo, South SF, (and Sunnyvale) are insignificant stops. There is a reason why the Baby Bullet service exists - to serve the (eight) stops with the highest ridership. In 2019, the Baby Bullet had around the same ridership as the Local services, despite stopping at only 1/3rd of the stops. Additionally, the vast majority of riders take Caltrain either in the Traditional Peak or Reverse Peak times, which is also when the Baby Bullet operates.

That brings me back to my original point: how current Baby Bullet riders are not getting an upgrade that the new electrified system can undoubtedly give. Having the Express A running at the current Baby Bullet stops can likely shave around ten minutes, coming to a new travel time between SF-SJ in just 50 minutes. The proposed Express B can stay as is and serve its 16 stops, which include all the top 10 ridership stations.

If the new Express A runs with Baby Bullet stops and travel time is significantly reduced, I believe Caltrain's ridership as a whole will increase. Since a car cannot travel faster than the train, more car owners may be inclined to make the switch. (The current proposed Express A will take about the same time as driving). The new electrified trains may bring in new riders anyway. However, even more new riders will appear if Caltrain showcases and advertises the unimaginable service that will cut out a reasonable amount of time compared to driving.

Caltrain ridership is 35% compared to pre-pandemic (Pg. 13 -January 2024 Report). Every other form of public transportation has higher numbers. MUNI and all the public bus networks have recovered to 70%-90% of pre-pandemic levels. This is because riders would rather take the bus than drive, walk, bike, etc. Why is Caltrain recovering much worse? More consumers have switched to automobiles. How do we get riders to commute on Caltrain again and bring new riders? Make Caltrain seem like a better option. If Express A only stops at 8 stops, car owners may see that taking the train is actually faster and more efficient than driving; thus, they may convert to riding Caltrain.

Regarding the railfanning comment I made previously, I believe the new electrified train sets will be the second fastest in the country, and indeed the fastest on the West Coast. Many people railfan at San Mateo Station because it is not "out of nowhere," and the B7 and L3 reach top speeds there. Seeing 110mph in a relatively populated city will be game-changing.

As you mentioned, implementing the service will face challenges like the two-track system. To solve this, during Traditional Peak and Reverse Peak hours, there should be 2 local (all stops), 1 Express B (16 stops), and 1 Express A (8 stops) per hour. Currently, B7, L4, L3, and L1 all fit in one hour. I am very confident the Caltrain team can utilize sections with four tracks, and fit 4 trains per hour, just like how it is running now.

To sum up, Express A stopping at 8 stops will improve service significantly for current Baby Bullet riders, bring in new riders, especially car owners, and increase ridership. This will be done without disturbing the Express B and local services.

Please let me know what you think! The Express A changes can be implemented in the next timetable if it's too late for Fall 2024. I will be happy to expand on my thoughts!

Sincerely,  
Vincent Huang

On Mon, Feb 12, 2024 at 10:50 PM Vincent Huang <[vincenthuang279@gmail.com](mailto:vincenthuang279@gmail.com)> wrote: