

**Bicycle and Active
Transportation Advisory
Committee**

Correspondence as of

May 13, 2024

From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain to Hold Virtual Community Meeting on Bikes and Scooters
Date: Friday, May 3, 2024 12:48:38 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



NEWS

May 3, 2024

Media Contact: Dan Lieberman, 650.622.2492

Caltrain to Hold Virtual Community Meeting on Bikes and Scooters

In recognition of National Bike Month, Caltrain will hold an informational meeting on Monday, May 6, focusing on the many amenities the rail agency offers bike and scooter riders.

The meeting will inform current and potential riders of the myriad benefits Caltrain offers to bike and scooter riders, including more than 300 eLockers for bikes at 22 stations and on-board bike and scooter storage. Additionally, the meeting seeks to show people curious about biking and Caltrain how convenient the sustainable option can be by offering training and answering questions about Caltrain's bike amenities.

Caltrain is a national transit leader in bike access, with one of the largest populations of bike riders onboard of any commuter rail system in the United States. This is due in large part to Caltrain's history of supporting cyclists, offering on-board bike storage since 1992. Currently, approximately 20% of Caltrain riders are using a bike to get to and from Caltrain stations.

Public Meeting

Monday, May 6, 5-6 p.m.

Zoom Info: <https://bit.ly/3xX6FF2>

Webinar ID: 884 4974 8360

Access via Telephone: +1-669-219-2599, 88449748360# US (San Jose)

Additionally, Thursday, May 16, is Bike to Wherever Day, a day dedicated to celebrating bike riding as a means of transportation. Bike advocates will have energizer stations set up at multiple Caltrain stations, helping to support and encourage riders to explore their communities sustainably.

For translation or interpretation assistance, call Caltrain at 1.800.660.4287 at least three days

before the meeting. For questions call Caltrain Customer Service at 1.800.660.4287.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Like us on Facebook at www.caltrain.com and follow on X [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available.

Para traducción llame al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)

From: abuniem@samtrans.com on behalf of [Mahmoud Abunie](#)
To: [@Caltrain, Bac](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Completed Integrated Testing between San Francisco and San Jose
Date: Thursday, April 18, 2024 3:13:59 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



NEWS

April 18, 2024

Media Contact: Mahmoud Abunie, 650.730.6201

Caltrain Completed Integrated Testing between San Francisco and San Jose

New videos available at <https://smctd.canto.com/b/JQPQK>

Caltrain has reached an important milestone in its Electrification Project by successfully completing integrated testing between San Francisco and San Jose. This past weekend, tests were conducted on the electric trains, overhead contact system, grounding, bonding, and existing infrastructure, specifically in the final segment from San Francisco to Millbrae.

The success of this weekend's testing allows Caltrain to stay on track for the full rollout of electrified passenger service in fall 2024. Each of the 23 electric trainsets must still complete 1,000 miles of testing before passenger service can begin.

“Completion of the integrated testing between San Francisco and Millbrae means that the full corridor is ready for us to enter the final phase of testing the new electric trains,” said Caltrain Executive Director Michelle Bouchard. “With each successful test, we draw closer to providing faster, more frequent, and sustainable service in September 2024.”

Caltrain will continue to perform related work on the [weekend of April 20-21](#) that will require the suspension of morning and late-night train service between San Francisco and Mountain View. Caltrain encourages riders, including Giants fans heading to the home games at Oracle Park, to seek alternative transit options. Weekday service will not be affected.

Electric trains are quieter than Caltrain's current diesel fleet, so the public is advised to [pay close attention](#) when crossing the tracks and to always wait for the gate to fully rise before crossing.

Caltrain's historic Electrification Project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. Electrification means [faster and more frequent service](#), including doubling the frequency on weekends. The passenger experience will be greatly improved as well with the [new trains](#) featuring Wi-Fi, power outlets at every seat, onboard displays with digital trip

information, increased storage capacities.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Like us on Facebook at www.caltrain.com and follow on X [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
SamTrans, 1250 San Carlos Ave, San Carlos, CA 94070, United States
[Unsubscribe](#)

From: Baltazar Lopez
To: [Adrian Brandt](mailto:Adrian.Brandt@caltrain.com)
Subject: FW: CA HSR train interior bike storage appears sub-optimally space-efficient
Date: Wednesday, May 15, 2024 1:35:01 PM
Attachments: [image001.tif](#)

From: Baltazar Lopez <lopez@caltrain.com>
Sent: Monday, May 13, 2024 12:16 PM
To: Adrian Brandt <adrian.brandt@gmail.com>
Subject: RE: CA HSR train interior bike storage appears sub-optimally space-efficient

Hello Adrian,
I wanted to confirm that your message has been shared with the rest of the BATAc board. Thank you.
Baltazar Lopez, Government & Community Affairs Officer
1250 San Carlos Ave San Carlos, CA 94070
Cell Phone: 650.730.4981
Email:lopez@caltrain.com
www.caltrain.com

Caltrain logo with Safety Tagline

From: Adrian Brandt <adrian.brandt@gmail.com>
Sent: Sunday, April 14, 2024 12:16 AM
To: Caltrain, Bac (@caltrain.com) <bac@caltrain.com>
Cc: Clarrissa Cabansagan <clarrissa@bikesiliconvalley.org>
Subject: Fwd: CA HSR train interior bike storage appears sub-optimally space-efficient

You don't often get email from adrian.brandt@gmail.com. [Learn why this is important.](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear BATAc members & staff,
At the suggestion of one of your members, and to make you aware of the issue, I'm forwarding a copy of a message I sent some CA HSRA officials to urge more Caltrain-like, space-efficient on-board bike storage areas aboard their trains. You may have seen the recent announcement that the HSRA Board has just approved the release of an RFP to Alstom & Siemens (the two pre-qualified train builders) for California's new HS trains:

Authority Board of Directors Takes Next Step to Buy Nation's First 220 mph Trains

<https://nat.ca.gov/2024/04/11/news-release-authority-board-of-directors-takes-next-step-to-buy-nations-first-220-mph-trains>

Regards,
Adrian Brandt
Vice-chair, Caltrain CAC (but speaking for myself)
----- Forwarded message -----
From: **Adrian Brandt** <adrian.brandt@gmail.com>
Date: Sat, Apr 13, 2024 at 15:38
Subject: CA HSR train interior bike storage appears sub-optimally space-efficient

To: Boris Lipkin <boris.lipkin@hsr.ca.gov>, Jorge Rios <jorge.rios@deutschebahn.com>
Hi Boris and Jorge and all,

I wanted to comment on an image of the space/capacity-inefficient HSR bike storage posted to the "California High Speed Rail Fans" Facebook group today:

If this image is still current and accurate, I think CA HSRA is making an unforced bike storage & capacity mistake here!
I am a veteran of the lengthy discussions & debates citizens advisory committees and other bike advocates had with Caltrain staff over the optimum bike car storage design for the new Stadler KISS EMUs. And with that background and context, I urge the HSRA to seek to increase and maximize bicycle storage efficiency & density.
The Caltrain board & staff had a long history of underestimating and therefore insufficiently accommodating on-board bicycle storage, thereby needlessly depriving itself of a large and untapped loyal ridership segment. I urge you not to repeat the same mistake with CA HSR.
The Caltrain stacking bike rack system easily and more safely fits 2-4x more bikes in the same space. It accommodates all various bike wheel & tire dimensions, including those with fenders and/or panniers, as bikes stand normally upright on their two wheels secured by simple bungee cords and so it doesn't require any dangerous tipping or lifting up of bikes that are too heavy for their riders, and avoids the possibility of them getting hurt trying to utilize far less space-efficient vertical rack stands as this image depicts.
Brief video example: <https://youtu.be/oms5bcrs623HFJv1N1s>
Despite stacked storage sometimes requiring "shuffling" (when bikes are not stacked in the correct stop order), it has proven to work reasonably well even during Caltrain's pre-pandemic ridership boom on crowded trains with stops every few minutes. So there's no doubt it will work even better despite occasional shuffling on a HSR system with far more time between infrequent stops.
Also: congratulations on the impending issuance of the train RFP. Many people (like me!) would like to know where is (or will) the train RFP be posted for the public to download and/or view online?
Thanks!
-Adrian

From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain, Balfour Beatty and PG&E Celebrate Major Milestone of Electrification Project with Successful Energization and Testing of Full 51-Mile Caltrain Corridor
Date: Tuesday, April 9, 2024 4:04:18 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



NEWS

April 9, 2024

Media Contacts: Dan Lieberman (Caltrain), 650-622-2492, Tamar Sarkissian (PG&E), 510-529-5710, Ashley Melesse (Balfour Beatty), 214-451-1706

Editor's Note: Electric Train Photos available [here](#).

Caltrain, Balfour Beatty and PG&E Celebrate Major Milestone of Electrification Project with Successful Energization and Testing of Full 51-Mile Caltrain Corridor

Caltrain, with its partners Pacific Gas and Electric Company (PG&E) and Balfour Beatty, has successfully energized and tested the full 51-mile Caltrain-owned corridor between San Francisco and San Jose. This milestone achievement in the [Caltrain Electrification Project](#) signifies major progress in expanding Caltrain's ability to test electric trains at full speed along the corridor and prepare for electrified revenue service in September 2024.

"The completion of the Overhead Catenary System allows us to test electric trains along our entire corridor," said Caltrain Executive Director Michelle Bouchard. "This is a momentous step in the Caltrain Electrification project as we approach the launch of electrified service in fall 2024. We want to thank PG&E and Balfour Beatty, as well as all of Caltrain and TASI's dedicated employees and consultants for their help and coordination with this historic achievement."

“The success of the first electrification conversion within a major transit system is attributed to the relentless work and partnership between Balfour Beatty, PG&E and Caltrain,” said Mark Konchar, Balfour Beatty US Civils President. “Balfour Beatty dedicated global resources to achieve this monumental milestone safely and satisfactorily which has been an extraordinary journey to date in enhancing Caltrain’s rail service for local passengers. We are proud of all team members involved who continue to bring this transformative transportation solution to reality.”

“We're proud of collaborating with partners like Caltrain to bring safe, affordable, clean, and electrified transportation from San Jose to San Francisco and every hometown along the way,” said Teresa Alvarado, PG&E Regional Vice President of South Bay and Central Coast.

Caltrain has built two main traction power substations, one in San Jose and the other in South San Francisco. Together, with one switch station and seven parallel stations along the corridor, power substations provide, distribute, and regulate electricity to the overhead wires which will power Caltrain’s new high-performance electric trains.

Caltrain, PG&E and Balfour Beatty’s work to complete the energization was substantial, needing to be safely conducted while maintaining rail service to more than 20,000 customers every weekday who depended on the existing infrastructure.

PG&E infrastructure upgrades include:

- Constructing two, double-circuit 115 kV transmission connections from the East Grand Substation in South San Francisco and the FMC Substation in San Jose to Caltrain traction power stations in those communities.
- Rebuilding the East Grand and FMC substations that enabled PG&E to support Caltrain’s request for redundant transmission feeds.
- Upgrading three PG&E and two third-party remote end substations.

As crews continue to test electric trains along the corridor, Caltrain is embarking on a public outreach campaign to educate passengers, residents, and businesses about best safety practices along the corridor. The agency has sent out mailers, hosted community meetings and embarked on social media campaigns to remind everyone that all overhead wires on Caltrain property should be assumed to be energized now. More safety information about Caltrain Electrification is available [here](#).

Caltrain’s historic Electrification Project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. Electrification means

[faster and more frequent service](#), including doubling the frequency on weekends. The passenger experience will be greatly improved as well with the [new trains](#) featuring Wi-Fi, power outlets at every seat, onboard displays with digital trip information, and increased storage capacities.

Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality and relieving traffic congestion. Additionally, electrified service will advance equity as well as sustainability along the corridor by reducing noise and air pollution while increasing access for priority equity communities. It will also set the framework for California's future High Speed Rail network that will run on the Caltrain corridor.

Caltrain recently began offering four new fare promotions, offering discounts for [families, groups, youth and hybrid workers](#).

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Follow Caltrain on [Facebook](#) and [X](#).

About PG&E: PG&E, a subsidiary of [PG&E Corporation](#) (NYSE:PCG), is a combined natural gas and electric utility serving more than 16 million people across 70,000 square miles in Northern and Central California. For more information, visit [pge.com](#) and [pge.com/news](#).

Follow PG&E on [Currents](#), [Facebook](#), [Twitter](#), [LinkedIn](#) and [YouTube](#)

About Balfour Beatty: [Balfour Beatty](#) is an industry-leading provider of general contracting, at-risk construction management and design-build services for public and private sector clients across the United States. Performing heavy civil and vertical construction, the company is part of Balfour Beatty plc (LSE: BBY), a leading international infrastructure group that provides innovative and efficient infrastructure that underpins our daily lives, supports communities and enables economic growth. Balfour Beatty is ranked among the top domestic building contractors in the United States by Engineering News-Record.

Follow Balfour Beatty on [Facebook](#), [LinkedIn](#) and [Instagram](#).

This email was sent to batac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)

From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Suspends Morning and Late-Night Train Service on Weekends of April 13-14 & 20-21 to Expedite Electrification Project
Date: Thursday, April 4, 2024 3:11:26 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



NEWS

April 4, 2024

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Suspends Morning and Late-Night Train Service on Weekends of April 13-14 & 20-21 to Expedite Electrification Project

On the weekends of [April 13-14 and April 20-21](#), Caltrain will be [suspending](#) morning and late-night trains to accommodate the testing of the new electric fleet.

Caltrain encourages riders, including Giants fans heading to the home games at Oracle Park on April 20 & 21, to seek alternative transit options. Weekday service will not be affected.

The first four northbound trains (#221, 225, 229, 233) and the first three southbound trains (#224, 228, 232) will be replaced by bus service between San Francisco and Mountain View. The last northbound (#281) and southbound (#284) trains will be cancelled, and the southbound #280 will be renumbered as #680 and will depart San Francisco a half hour early at 10:28 p.m. Riders should avoid Caltrain and seek alternative transportation if they are planning to travel during these times.

Limited capacity replacement bus service will stop at selected stations: San Francisco, Millbrae, Hillsdale, Redwood City, Palo Alto, and Mountain View. There will be no replacement bus or train service at other stations between San Francisco and Mountain View during these times.

Buses will have limited capacity for luggage and bikes. Riders can use bike parking options, which are available at most stations. Buses will be ADA accessible for each route.

Caltrain's historic Electrification Project is the first undertaking in North

America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. Electrification means [faster and more frequent service](#), including doubling the frequency on weekends. The passenger experience will be greatly improved as well with the [new trains](#) featuring wi-fi, power outlets at every seat, onboard displays with digital trip information, increased storage capacities.

Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality and relieving traffic congestion. Additionally, electrified service will advance equity along the corridor by reducing noise and air pollution while increasing access for priority equity communities. It will also set the framework for California's future High Speed Rail network that will run on the Caltrain corridor.

Caltrain recently began offering four new fare promotions, offering discounts for [families, groups, youth and hybrid workers](#).

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Editor's Note: Electric Train Photos available [here](#).

Like us on Facebook at www.caltrain.com and follow on X [@Caltrain](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to batac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)

From: abuniem@samtrans.com on behalf of [Mahmoud Abunie](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Seeks Volunteers for Citizens Advisory Committee
Date: Tuesday, April 2, 2024 11:42:38 AM

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

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



NEWS

April 2, 2024

Media Contact: Mahmoud Abunie, 650.730.6201

Caltrain Seeks Volunteers for Citizens Advisory Committee

The Peninsula Corridor Joint Powers Board (JPB), the entity that manages Caltrain, is seeking volunteers from San Francisco, San Mateo and Santa Clara counties to apply for its Citizens Advisory Committee (CAC).

The CAC currently has openings for four seats, one each for representatives from San Francisco, San Mateo and Santa Clara counties. In addition, one of the seats available in San Mateo is for an alternate committee member. Committee members are asked to serve a three-year term.

The CAC is comprised of nine community members who serve in an advisory capacity to the Caltrain board of directors, providing input on the needs of current and potential rail customers.

Residents interested in joining the advisory committee can find an application on the CAC web page [here](#), or by calling 650.508.6347. Applications for the CAC are due by Friday, April 26, 2024. All vacancies have the same expiration date of June 30, 2027.

The CAC meets on the third Wednesday of each month at 5:40 p.m. at the Caltrain headquarters at 1250 San Carlos Avenue, about one block from the San Carlos Caltrain Station. All meetings are open to the public. For more information, visit [Citizens Advisory Committee | Caltrain](#)

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's

equity goals.

Follow Caltrain on [Facebook](#) and X.

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to batac@caltrain.com
SamTrans, 1250 San Carlos Ave, San Carlos, CA 94070, United States
[Unsubscribe](#)

From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Retires 32 Diesel Passenger Cars as Electrification Nears
Date: Tuesday, March 26, 2024 4:02:11 PM

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

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



NEWS

March 26, 2024

Media Contact: Dan Lieberman, 650.622.2492

Photos/video available at <https://smctd.canto.com/b/MCRI3>

Caltrain Retires 32 Diesel Passenger Cars as Electrification Nears

Caltrain has shipped 32 of its nearly 40-year-old gallery cars to Sonoma as the agency makes room for its new electric fleet. These cars will travel through Warm Springs, Jack London Square and the Carquinez bridge before being stored in Petaluma with Sonoma-Marín Area Rail Transit (SMART) until they will be put up for sale and a buyer is found.

Caltrain currently has eight of the eventual 23 electric trainsets on its property. As additional electric trainsets make their way to Caltrain's Central Equipment Maintenance and Operations Facility (CEMOF), Caltrain had to begin relocating older vehicles to ensure there was enough room for both the new equipment and standard operations. These gallery cars were not in service, and their retirement will not affect Caltrain service.

The passenger cars were built in San Francisco by Nippon Sharyo and first started rolling down the Caltrain corridor in 1985, when the agency was still operated by Caltrans. They have served millions of riders over their nearly 40 years of service and have supported the growth of Caltrain and the surrounding region over the years. Caltrain hosted a small event for the public and rail fans at the Santa Clara Station Historic Rail Museum to send off the trains. The rest of the Nippon Sharyo passenger cars will be retired at the start of electrified service in fall 2024.

Caltrain's historic Electrification Project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. Electrification means

[faster and more frequent service](#), including doubling the frequency on weekends. The passenger experience will be greatly improved as well with the [new trains](#) featuring Wi-Fi, power outlets at every seat, onboard displays with digital trip information, increased storage capacities.

Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality, and relieving traffic congestion. Additionally, electrified service will advance equity along the corridor by reducing noise and air pollution while increasing access for priority equity communities. It will also set the framework for California's future High Speed Rail network that will run on the Caltrain corridor.

The proposed Electrification service plan would see weekday peak hour trains go to 79 stations per hour, an increase from the current 66. Eleven stations would experience four train arrivals hourly per direction, a notable improvement from seven stations currently. Midday trains would cover 44 stations per hour, up from 34 today.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Like us on Facebook at www.caltrain.com and follow on X [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to batac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)

From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Explores Options for New Headquarters
Date: Monday, March 25, 2024 3:00:04 PM

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

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



NEWS

March 25, 2024

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Explores Options for New Headquarters

Caltrain has issued a Request for Information (RFI) from property owners, managers or their qualified broker representatives to assist with identifying potential new office space for its headquarters.

Caltrain currently shares a headquarters with SamTrans in San Carlos near the San Carlos Caltrain Station. In 2025, SamTrans is planning to move to a new headquarters building located near the Millbrae Caltrain Station and has offered Caltrain the option to continue to co-locate. Caltrain is evaluating this opportunity, while also exploring other options to lease or purchase separate office space near a Caltrain station.

Caltrain is seeking to acquire 27,000–35,000 square feet of office space near a Caltrain station on the San Francisco Peninsula, either through a lease or purchase agreement. Caltrain is interested in hearing from the private sector as well as public entities. Submissions shall be considered as expressions of interest to sell or lease properties described. The RFI is available for download here: <https://www.caltrain.com/OfficeRFI>

Interested firms are requested to submit one electronic PDF version of their submission to HQ-RFI@Caltrain.com by 1:00 p.m. PT on Monday, April 22.

Caltrain's historic Electrification Project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. Electrification means [faster and more frequent service](#), including doubling the frequency on weekends. The passenger experience will be greatly improved as well with

the [new trains](#) featuring Wi-Fi, power outlets at every seat, onboard displays with digital trip information, increased storage capacities.

Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality, and relieving traffic congestion. Additionally, electrified service will advance equity along the corridor by reducing noise and air pollution while increasing access for priority equity communities. It will also set the framework for California's future High Speed Rail network that will run on the Caltrain corridor.

The proposed Electrification service plan includes 70 weekday peak hour trains, an increase from the current 66. Eleven stations would see four train arrivals hourly per direction, up from seven stations currently. Midday trains would cover 44 stations per hour, up from 34 today and weekend service will arrive every half hour, rather than hourly.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Like us on Facebook at www.caltrain.com and follow on X [@Caltrain](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to batac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)

From: Zahra Al Ahmad <zahra.ahmad@gmail.com>
To: Oscar Godwin <oscar.godwin@cityofpaloalto.com>
Subject: Re: Comment from SAC Website: Tracking number 938635

From: Zahra Al Ahmad <zahra.ahmad@gmail.com>
Sent: Wednesday, April 22, 2024 11:58 AM
To: Bahadır Lopez <llopez@cityofpaloalto.com>
Subject: Re: Comment from SAC Website: Tracking number 938635

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Thank you for the update.
I look forward to hearing what the team comes up with!
Have a nice day,
Zahra Al

On Wed, Apr 17, 2024 at 10:49 AM Bahadır Lopez <llopez@cityofpaloalto.com> wrote:

Zahra,
After further review of the map of the railroad corridor in accordance with the Peninsula Corridor Joint Powers Board, it appears that the land where the parking lot in question is located belongs to Caltrans. We are currently working with our internal teams to determine the best course of action to remedy the issue.

Thank you once again for your attention to this matter.
Bahadır Lopez, Government & Community Affairs Officer
City of Palo Alto
City Phone: 650.799.4881
Email: blopez@cityofpaloalto.com
City of Palo Alto
City Phone: 650.799.4881
Email: blopez@cityofpaloalto.com

Caltrans logo with Safety Tagline

From: Zahra Al Ahmad <zahra.ahmad@gmail.com>
Sent: Sunday, March 24, 2024 12:37 PM
To: Bahadır Lopez <llopez@cityofpaloalto.com>; Oscar Godwin <oscar.godwin@cityofpaloalto.com>
Subject: Re: Comment from SAC Website: Tracking number 938635

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello Bahadır,
Thank you for your response. I am sure Oscar from the City of Palo Alto will communicate with you further on how best to proceed so we can get this critical entrance up to par!
Concerned citizen,
Zahra Al

On Thu, Mar 21, 2024 at 12:31 PM Bahadır Lopez <llopez@cityofpaloalto.com> wrote:

Hello Zahra,
Thank you for bringing your concerns regarding the water stagnation issue at the entrance of the Palo Alto Caltrans station to our attention. We appreciate your efforts in highlighting the safety hazards posed by the water accumulation, especially for cyclists and pedestrians in the area. After reviewing the information provided by the Maintenance (M&M) regarding jurisdiction over sidewalks off our property, we understand the limitations we face in directly addressing this issue. However, we are committed to exploring alternative solutions to ensure the safety of individuals using the intersection and partnering with the City of Palo Alto. We value your feedback and would like to collaborate with you to find a resolution. Your thoughts and suggestions are invaluable in helping us navigate this challenge effectively. Together, we can work towards engaging the relevant authorities or entities responsible for sidewalk maintenance in the area to address the water stagnation problem. Please feel free to reach out to us with any further suggestions or ideas on how we can proceed. Your partnership in this matter is greatly appreciated, and we are dedicated to making the necessary efforts to enhance safety in our community. Thank you for your understanding and cooperation. We look forward to working together to address this issue promptly.

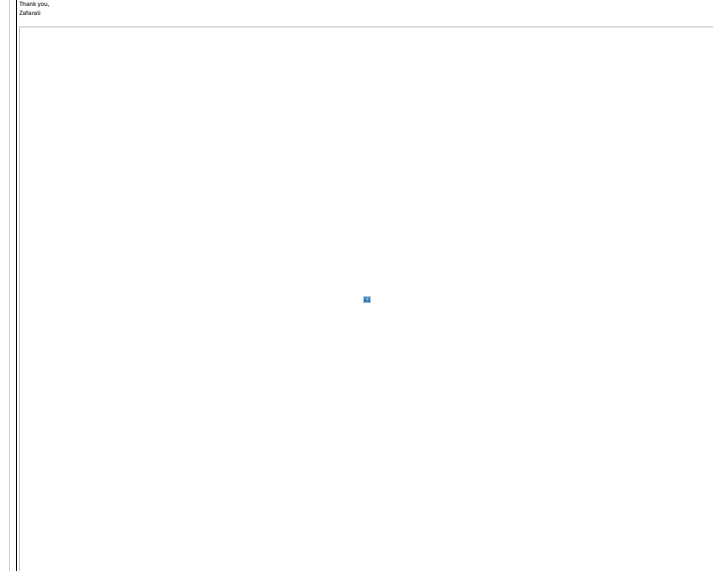
Best regards,
Bahadır Lopez, Government & Community Affairs Officer
City of Palo Alto
City Phone: 650.799.4881
Email: blopez@cityofpaloalto.com

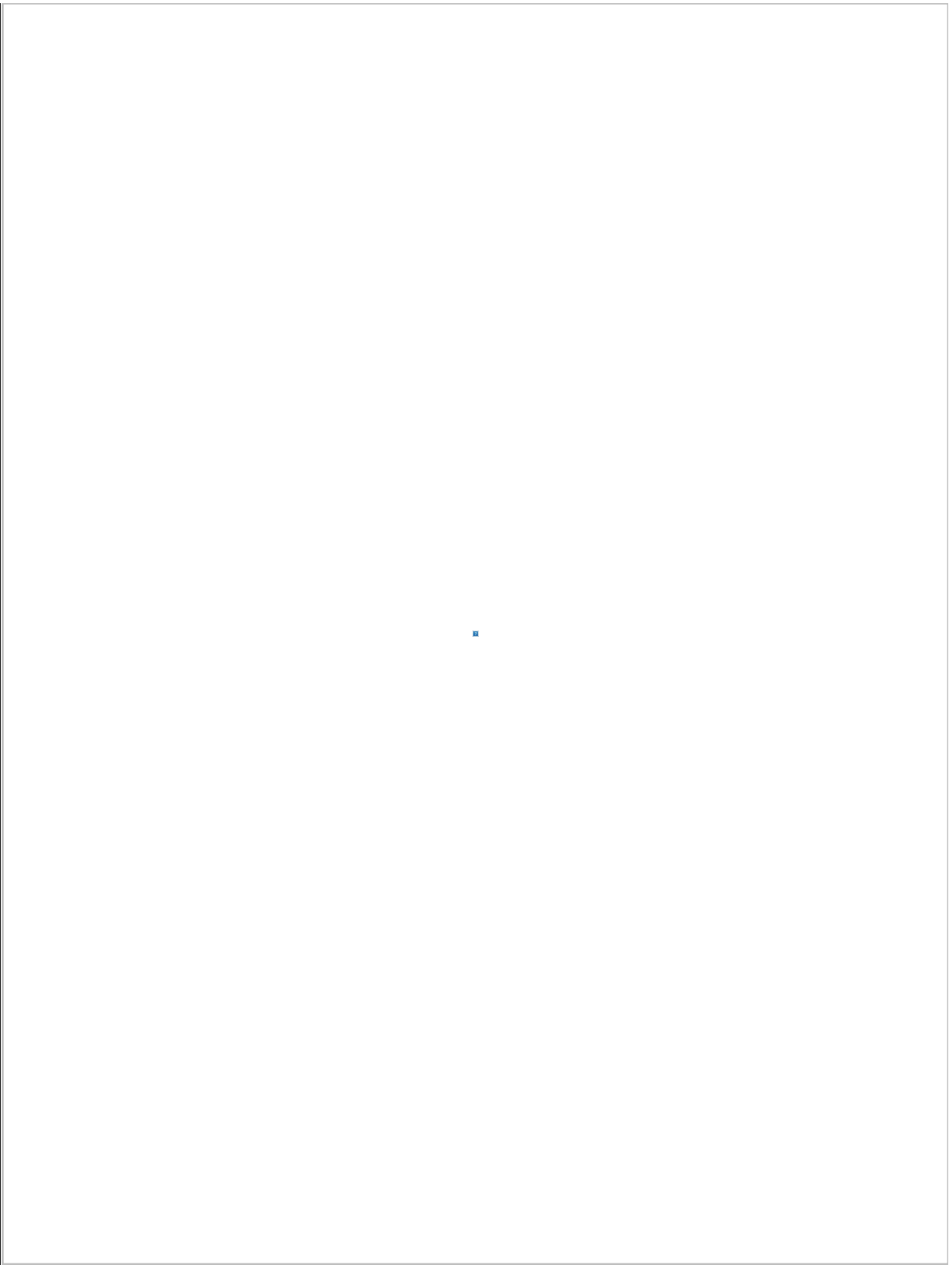
Caltrans logo with Safety Tagline

From: Zahra Al Ahmad <zahra.ahmad@gmail.com>
Sent: Friday, February 23, 2024 8:59 PM
To: Oscar Godwin <oscar.godwin@cityofpaloalto.com>; Bahadır Lopez <llopez@cityofpaloalto.com>; Caltrans, Inc <PaloAlto@caltrans.com>; Caltrans, Inc <PaloAlto@caltrans.com>
Cc: Oscar Godwin <oscar.godwin@cityofpaloalto.com>
Subject: Comment from SAC Website: Tracking number 938635

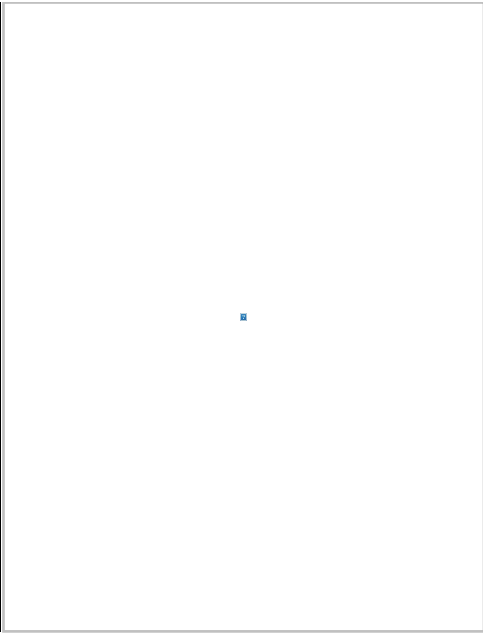
ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,
I am following up regarding ticket #21856 regarding water stagnation at the entrance of the Palo Alto Caltrans station submitted by Oscar Godwin after I raised this issue with Palo Alto. I would like to add some additional photos showing the danger of this particular entrance to the Caltrans station for those on bikes. As <https://www.youtube.com/watch?v=9j8k8k8k8k8> (attached), people on bikes approaching from Lytton and Home Northbound will not be able to anticipate and see the water clogging this entrance. This makes it very dangerous as a hidden pothole of which there are can cause a crash. This is further worsened if the person on a bike is followed by a car because a full front end of a car can cause a major collision at this intersection. Finally, for those waiting on this corner, cars and bikes that go over the pothole splash into the sidewalk making it an unpleasant place to stand.
Thank you,
Zahra Al





■



From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: CORRECTION: Congressional Delegation Brings Funding Home to Improve Caltrain Crossings
Date: Thursday, March 21, 2024 6:41:47 PM

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

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

LOGO_Caltrain_150px



NEWS

Corrections below in red:

March 21, 2024

Media Contact: Dan Lieberman, 650.622.2492

Congressional Delegation Brings Funding Home to Improve Caltrain Crossings

Safety at several Caltrain grade crossings will be improved thanks to **one million dollars** in federal funding obtained by Congressmembers Anna Eshoo and Kevin Mullin through the [Consolidated Appropriations Act](#). The funding will implement safety improvements at Whipple Avenue in Redwood City, Ravenswood Avenue in Menlo Park and East Meadow Drive in Palo Alto.

"Safety enhancements at Caltrain crossings are one of the most effective ways to improve the safety of passengers and drivers, and it's why I'm so proud to have secured funding for projects in Menlo Park, Palo Alto, Redwood City, and San Francisco that will save lives along the Caltrain corridor" said Rep. Eshoo.

"Delivering for my district is my primary goal as a member of Congress and I am incredibly pleased to announce that this first round of bipartisan government funding bills includes \$500,000 for Caltrain grade crossing improvements," Rep. Mullin said. "These critical infrastructure investments will have a real difference in the lives of many residents in our community while making our railways safer as Caltrain reinvents itself through electrification of the system."

"Safety is core value at Caltrain that underlies everything we do," said Michelle Bouchard, Caltrain Executive Director. "This funding will help to

improve safety at grade crossings, protecting the public, keeping our trains moving and making getting around the Bay Area more convenient. We're grateful to Congressmembers Eshoo and Mullin for their advocacy on behalf of safer public transit."

This funding will go to a series of specific improvements at the listed crossings, including signage, LED pavement markers, pedestrian channelization, track panels, stop bars, and gate relocation.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Like us on Facebook at www.caltrain.com and follow on X [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to batac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)