



JPB Board of Directors  
Meeting of March 4, 2021

Correspondence as of February 26, 2021

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SAN CARLOS, CA  
94070  
(650) 508-6200

February 24, 2021

Secretary Pete Buttigieg  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (Caltrain) and the San Mateo County Transportation Authority (TA), I would like to personally congratulate you on your new role as the Secretary of Transportation. You bring an enormous amount of knowledge and hands-on experience to the Department of Transportation and I am confident you will be a strong leader.

The public transit industry faced tremendous challenges in 2020 but has continued to serve millions of essential workers and their communities despite devastating financial hardships. Our operators have been on the front lines throughout the pandemic, connecting essential workers to their jobs in hospitals, grocery stores, and other vital services while ensuring that Americans are not cut off from medical care, groceries, or pharmacies and healthcare appointments.

We look forward to working closely with you as Congress advances President Biden's American Rescue Plan to address the ongoing impacts of the coronavirus pandemic.

We also know that rebuilding America's infrastructure will be a major priority of President Biden's administration and that you are an excellent choice to lead the Department at this moment in history. Public transportation has a critical role to play in our economic recovery, reducing greenhouse gas emissions, and advancing equity.

Our industry stands ready to address these issues head on, while revitalizing our communities. We look forward to working with you and the Biden Administration in the years to come.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jim Hartnett".

Jim Hartnett  
General Manager/Chief Executive Officer/Executive Director

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(650) 508-6200

February 24, 2021

The Honorable Cecilia Aguiar-Curry  
California State Assembly  
State Capitol, Room 5144  
Sacramento, CA 95814

**RE: SUPPORT for Assembly Constitutional Amendment 1**

Dear Assembly Member Aguiar-Curry:

On behalf of the San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (Caltrain) and the San Mateo County Transportation Authority (TA), I write to you today in **SUPPORT** of ACA 1. This measure would lower the voter-threshold for the imposition, extension or increase of a special tax by a local government for affordable housing and infrastructure purposes, from two-thirds to 55 percent.

As you know, the California Constitution conditions the imposition of a special tax by a city, county, or special district such as SamTrans upon the approval of two-thirds of the voters of the city, county, or special district. In 2018, the Measure W ½ cent sales tax in San Mateo County passed by 66.87 percent of the vote, only .2 percent above the two-thirds requirement. Without passage of this measure, San Mateo County was on the brink of losing out on an estimated \$2 billion in transit and transportation funding.

By lowering the voter-threshold for a special tax for local projects from two-thirds to 55 percent, this constitutional amendment would provide a city, county or special district with a renewed ability to generate revenue. These funds will go to much-needed local infrastructure and affordable housing projects that increase access to housing, jobs & schools, reduce traffic congestion and improve air quality.

For these reasons, we respectfully **SUPPORT** ACA 1.

Please contact our Government and Community Affairs staff at [GovernmentandCommunityAffairs@samtrans.com](mailto:GovernmentandCommunityAffairs@samtrans.com) with any questions or issues.

Sincerely,

Jim Hartnett  
General Manager/Chief Executive Officer/Executive Director

Cc: San Mateo County Transit District Board of Directors  
Peninsula Corridor Joint Power Board of Directors  
San Mateo County Transportation Authority Board of Directors  
San Mateo County Transit District State Legislative Delegation  
Peninsula Corridor Joint Powers Board State Legislative Delegation  
San Mateo County Transportation Authority State Legislative Delegation

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February 24, 2021

The Honorable Ben Allen  
Chair, Senate Environmental Quality Committee  
State Capitol, Room 2205  
Sacramento, CA 95814

Re: **SUPPORT** for SB 44 (Allen)

Dear Chair Allen and Members of the Senate Environmental Quality Committee:

On behalf of the San Mateo County Transit District (SamTrans) and the Peninsula Corridor Joint Powers Board (Caltrain), I write to you in **support of SB 44 (Allen)**. SB 44 will accelerate common-sense and sustainable transportation projects. Specifically, SB 44 makes it easier to build pedestrian safety projects, bicycle lanes and facilities, new bus, bus rapid transit and light rail projects.

In 2011, the Legislature passed AB 900 (Buchanan & Gordon) and SB 292 (Padilla), establishing expedited CEQA judicial review procedures for a limited number of large-scale "leadership" projects, including sports arenas/stadiums and convention centers, that meet specified environmental standards and that create new construction jobs and investment in the state.

These bills were enacted because the Legislature acknowledged that CEQA litigation – and the timelines associated with it – often creates an impediment to the delivery of important projects.

SB 44 builds on these statutes to establish temporary and conditional expedited administrative and judicial review procedures under CEQA for a narrow category of transit projects that reduce VMT, transportation-related emissions, are consistent with a region's applicable sustainable communities strategy or alternative planning strategy, and that are consistent with the applicable regional transportation plan.

If successfully enacted, this bill could help our agencies build projects that will bring significant benefits to the Bay Area. For these reasons, we encourage the Committee to pass SB 44.

The Honorable Ben Allen

February 24, 2021

2 of 2

Please contact our Government and Community Affairs staff at [GovernmentandCommunityAffairs@samtrans.com](mailto:GovernmentandCommunityAffairs@samtrans.com) if you have any questions or need additional information.

Sincerely,



Jim Hartnett

General Manager/Chief Executive Officer/Executive Director

cc: San Mateo County Transit District Board of Directors  
Peninsula Corridor Joint Power Board of Directors  
San Mateo County Transit District State Legislative Delegation  
Peninsula Corridor Joint Powers Board State Legislative Delegation

**From:** Bay Area Transportation Working Group <BATWGnewsletter@gmail.com>  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** BATWG Newsletter – February 2021  
**Date:** Saturday, February 20, 2021 12:30:55 PM

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# BATWG Newsletter

Bay Area Transportation Working Group · [BATWGblog.com](http://BATWGblog.com)

Issue No. 32, February 2021

## BATWG Critiques Valley Link Draft Environmental Impact Report

February 2021

For almost a year BATWG has struggled to find the transportation logic behind the frantic effort to push the \$3,000,000,000 + Valley Link proposal to the front of the line for federal funding.

**Background:** Valley Link is a proposed 42-mile commuter rail service with a significant portion to be operated in both directions on a single track. The line would run from the East Dublin BART station via the north edge of Livermore and Tracy to North Lathrop in San Joaquin County. On 9.24.20, \$400,000,000 in Alameda County sales tax funds were unaccountably diverted from their voter-approved intent of improving transit connections between BART and the Tri-Valley to the Valley Link proposal (hereinafter VL.)

On 12.2.20 the Draft Environment Impact Report (DEIR), estimated to be at least 5,000 pages long was finally released, with public comment due by 1.21.21. During the ensuing 40 days BATWG critiqued the document which we believe fails to meet CEQA, Alameda County Measure BB and AB758 requirements in a number of significant ways. Our critiques were submitted to the sponsoring agency before the deadline. Here is part of what we found.



Project Alternatives: CEQA requires that major infrastructure projects include viable alternatives to compare against the “preferred alternative”. Not a single one of the some 30 so-called “alternatives” listed in the DEIR come anywhere close to meeting this CEQA requirement. There were and are other options available. Here are two, either of which could serve local and regional travel needs better than VL would. Both have so far been ignored:

[Continue reading →](#)

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## **Union City’s Station Specific Plan.... Transit-Oriented in Name Only**

February 2021

The City of Union City has just revealed its ambitious 471 acre “Union City Station Specific Plan” in the general vicinity of the Union City BART station. The first chance the public had to learn about the project came at the City’s 2.11.2021 Scoping Meeting.

This venture, like so many others in the Bay Area is being loudly and continuously heralded as “transit-oriented”. The term admittedly has a nice ring to it. That’s because “transit-oriented”, is intended to suggest that placing a housing project near a train station or bus stop would cause people to forsake their cars in favor of less congesting and more environmentally-acceptable means of travel such as bus, train, ferryboat, bicycling and walking. Sounds positive, right?

Here’s the rub:

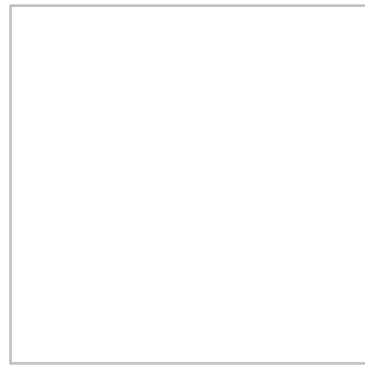
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## **Advancing Technology Improves Freight Movement Efficiency**

February 2021

Since COVID hit, you may have been pleasantly surprised to see how fast a product ordered through the internet can arrive at your doorstep. Why is that? What’s changed?



The fact is that thanks to a rapidly improving set of internet based, sophisticated computer-control measures, suppliers, forwarders, shippers, and distribution companies are adopting much better ways of keeping track of freight shipments than in the past. One of the benefits of a fast, responsive and efficient internal control system is that rather than having to ship everything from the factory or some other central location, suppliers can now set up and use more local and regional storage centers located closer to demand centers without losing track of their products. This can now be accomplished by sophisticated data analysis used to convert demographic trends, consumption records and advertising "hits" to input data suitable for entry into computer models capable of more closely monitoring freight shipping and storage.

[Continue reading →](#)

BATWG is a 501 c3 Non-Profit Corporation organized by a group of experienced transportation professionals and activists in 2012. Mostly volunteers, we are dedicated to working with like-minded groups to improve the reliability and appeal of the Bay Area's passenger rail and bus systems and to significantly ease regional traffic congestion. To learn more about BATWG, please go to [batwgblog.com](http://batwgblog.com).

BATWG meetings normally occur on the third Thursday of the month from 10 a.m. to noon. To receive an Agenda please send a note to [BATWGNewsletter@gmail.com](mailto:BATWGNewsletter@gmail.com). Dues are \$40 a year, with discounts for seniors and students. To pay dues or otherwise contribute, go to the BATWG website [batwgblog.com](http://batwgblog.com) and click on the donate button, or mail a check to BATWG, P.O. Box 590 888, San Francisco, CA 94159.

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**From:** Roland Lebrun  
**To:** [SFCTA CAC](#)  
**Cc:** [SFCTA Board Secretary; Board \(@caltrain.com\); cacsecretary \(@caltrain.com\); Baltao, Elaine \[board.secretary@vta.org\]](#)  
**Subject:** Platform heights compatibility  
**Date:** Wednesday, February 24, 2021 8:05:50 PM

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Dear Chair Larson,

The correct answer to Mr. Edward Mason's question is that the platform compatibility issue can be resolved by using the same high speed trains as the French TGV Euroduplex, specifically TGV2020 which is platform-compatible with the Stadler KISS EMUs procured by Caltrain.

<https://www.bloomberg.com/news/articles/2019-02-26/what-france-expects-from-its-tgv-2020-high-speed-trains>



### What France Expects From Its TGV 2020 High-Speed Trains - Bloomberg

SNCF's new trains should help it meet the challenge posed by new competitors. Simply called the TGV 2020, these trains offer some clear improvements, as illustrated in the video above.

[www.bloomberg.com](http://www.bloomberg.com)

Roland Lebrun

CC

SFCTA Commissioners  
Caltrain Board  
VTA Board  
Caltrain CAC  
VTA CAC

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## Seamans, Dora

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Friday, February 26, 2021 9:41 AM  
**To:** BART Board  
**Cc:** MTC Info; Board (@caltrain.com)  
**Subject:** Fare integration

Good morning,

Please forward this link to the BART Board and staff: <https://bigplanbigchanges.co.uk/big-plans/easierfares>

### Easier Fares - Big Plan Big Changes

Easier fares for all - the rail industry's proposal for a fair, efficient, and modern system of tickets and fares.

[bigplanbigchanges.co.uk](https://bigplanbigchanges.co.uk)

Thank you

Roland Lebrun

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**From:** Jordy Coleman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Caltrain Frontline Workers Need Vaccination  
**Date:** Friday, February 26, 2021 12:41:11 PM

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Dear Chair Davis and Caltrain Board of Directors,

As a Caltrain frontline worker who has been going to work continuously since the beginning of the pandemic, I urge you to do what you can to encourage the county health departments to consider Caltrain employees as critical to operations under “emergency worker” as San Francisco has done for its SFMTA employees. We seem to have been forgotten as priorities have changed for vaccinating the public. Vaccination eligibility for frontline transit workers should remain to be a priority, not only for our health but also for the health of the riding public.

We need your help to urge the county governments to make vaccinations available as soon as possible for Caltrain and other transit workers in the region!

Sincerely,

Jordan D. Coleman,  
Caltrain Locomotive Engineer  
BLET Div. 65 Vice Local Chairman

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