

Memorandum

TO: CITY COUNCIL

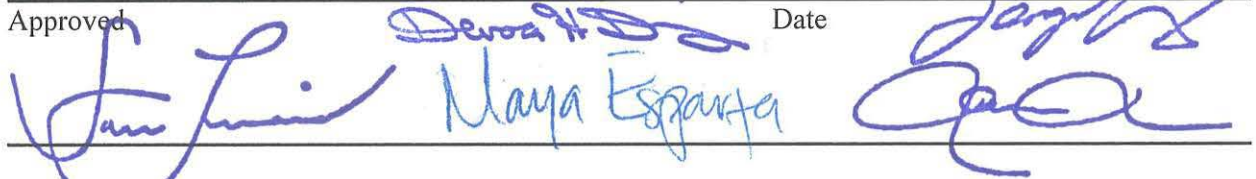
FROM: Mayor Sam Liccardo
Councilmember Sergio Jimenez
Councilmember Raul Peralez
Councilmember Dev Davis
Councilmember Maya Esparza

SUBJECT: CALTRAIN BUSINESS PLAN

DATE: August 16, 2019

Approved

Date



RECOMMENDATION

Accept the staff report for the Caltrain Long Range Service Vision and direct the City Manager and the San José Member of the Caltrain Joint Powers Board to communicate the following city positions to Caltrain:

1. Support the “moderate-growth” long range service scenario under the Caltrain Business Plan, while pro-actively preparing for “high-growth” scenario. We further encourage Caltrain to seek all available sources of funding for maximizing service levels on the corridor that the infrastructure will support, including additional train sets.
2. Advocate that Caltrain proactively pursue seamless transit interconnectivity to improve customer experience for trips that include transfers between systems. This should include fare integration, schedule coordination, station design, and other near-term and long-term strategies and policies that will improve customer-focused transit service integration.
3. Support Caltrain’s workplan efforts to conduct an equity analysis to identify the barriers preventing low-income people and communities of color from using Caltrain. The equity analysis should identify potential policy solutions to diversifying ridership, in addition to considering income-based subsidies.
4. Pursue a community commitment that, as train service grows, Caltrain will improve quality of life in the Gregory/Gardner/North Willow Glen neighborhoods through projects that make conditions measurably better (or at least not worse) than they are today. Those commitments should include quantifiable, verifiable improvements in noise, vibration, and emissions, and should include aesthetic and qualitative improvements such as trees, “green” sound walls, and making Fuller Park permanent. **This commitment must also include pursuing grade separations at key locations in San José.**

DISCUSSION

We want to thank Caltrain staff for a comprehensive business plan process that has excelled in its outreach and engagement with the community, as well as to thank City staff for their engaged advocacy for improved rail service in San José. This is difficult and technical work that seeks to balance a more robust vision for Caltrain service with the impacts that are felt in our community. The promise of a reduction in vehicle miles traveled and greenhouse gas emissions, avoided traffic, and the ability to connect employment centers on the peninsula with relatively lower cost housing in the South Bay are what's at stake.

The Caltrain Business Plan moderate-growth scenario adds the equivalent capacity of an additional 5.5 freeway lanes on 101 – offering express and local trains operating on a regular 15-minute service schedule. The increased service frequency and capacity would enable ridership to grow from 63,000 today to more than 177,000 by 2040.

Increased train service levels necessitate sensitivity to surrounding neighborhoods – like the Gardner/North Willow Glen Area. Staff must pursue a “community commitment” from Caltrain that could include trees, sound walls, making Fuller Park permanent, and a commitment to the neighborhood that ensures that vibrations, noise, emissions, and other conditions will be measurably better—and at the very least, no worse—than they are today. Continued support for implementation of the business plan is contingent upon the success of these efforts. The City and Caltrain must partner on this work.

We support the conversation and study of seamless transit connectivity to improve customer experience, including fare integration, coordination, station design and other strategies that encourage customer service focused transit integration. We understand that this is a regional challenge, fraught with political hurdles, but embarking on this work is critical to ultimately optimizing transit in the region.

Finally, we support Caltrain work to conduct an equity analysis to identify barriers for low-income people and communities of color from using Caltrain and to identify potential policy solutions to address those barriers.

Brown Act Disclaimer

The signers of this memorandum have not had, and will not have, any private conversation with any other member of the City Council, or that member's staff, concerning any action discussed in the memorandum, and that each signer's staff members have not had, and have been instructed not to have, any such conversation with any other member of the City Council or that member's staff.