



JPB Board of Directors
Meeting of February 1, 2024

Correspondence as of January 31, 2024

<u>Item #</u>	<u>Subject</u>
1	2/1 Board Meeting Public Comment – Electrification Services
2	Energy Policy: Cutting Caltrain Energy Costs; H2 also acts as a GHG
3	Caltrain Headquarters Relocation

From: [Vincent Huang](#)
To: [Public Comment](#)
Subject: 2/1 Board Meeting Public Comment - Electrification services
Date: Sunday, January 28, 2024 10:16:05 PM

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Hi there,

While the new express planned services brought with the electrified trains stop more frequently, the services bring less to the table than the new electrified trains can offer.

The current "Baby Bullet" lines have some of, if not the highest, ridership compared to the other services. It stops at 8 stops for a, while the new "Express A" stops at 11. The new Express A service is faster than the Baby Bullet from SF-SJ by a menial 7 minutes. To fully utilize the new fleet's quick acceleration and maximum speed, during peak hours, there should be around 3 trains in each direction that skip a good amount of stops (or arrive at the same stops as the current Baby Bullet). This will benefit current Baby Bullet riders by having a significantly faster travel time than just a 7-minute difference.

With that said, I believe adding a completely separate service (that may replace a different service for specific time frames) during peak hours will be the best solution. I suggest stopping at SF, Millbrae, Hillsdale, Palo Alto, (possibly) Mountain View, and SJ Diridon.

The overall trip time will decrease by having a service that stops only at the most popular stations. Automobile users will be more inclined to take the train if the benefits, including a shorter travel time than a car, are present. Simply put, an efficient service that can likely reach SF-SJ in ~50 minutes by skipping more stops will draw in new riders.

A different benefit of creating this new service is that railfanners (people who enjoy trains flying by stations) will have more options. By closing off South SF, San Mateo, and Sunnyvale, there will be less opportunity for railfanning and, therefore, less attention to Caltrain.

The problem with the feedback form left in October is that it only reached the individuals most passionate about the project, not the average rider.

Once again, this new service will greatly improve Baby Bullet Riders and will incentivize more people to ride the train rather than drive their cars.

Please reach out (email) if you want clarification on any points I suggested.

Thank you.

Sincerely,
Vincent Huang

From: [Adrian Brandt](#)
To: [Board \(@caltrain.com\)](#)
Cc: [Amelia Timbers](#)
Subject: Energy Policy: cutting Caltrain energy costs; H2 also acts as a GHG
Date: Wednesday, January 31, 2024 2:24:59 AM

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Honorable Caltrain Board & Staff:

The Energy Policy staff report in your February 1 board meeting agenda package, along with the sobering 10-year financial outlook recently presented to your Finance Committee, prompts me to offer the following suggestions:

Cutting Caltrain energy costs

It is my understanding that unlike for home users, that the rate PG&E charges commercial/industrial customers like Caltrain is not only based on kWh, but also on current peaks (amps). If true, this means that if Caltrain can smooth or “shave-off” peak current spikes from EMU acceleration bursts with energy storage (e.g. battery and/or capacitor banks), that the same net-delivered & consumed kWh could cost Caltrain less. Something for you to investigate.

Also, running shorter 4-car off-peak & late-night trains instead of needlessly-long 7-car trains is an easy way for those runs to use ~43% less energy. BART staff reports to their board that they are saving millions in their new policy to “right-size” (shorten) their trains whenever practical.

That’s potentially “free money” Caltrain can ill-afford to waste! ... If only Caltrain could renegotiate the recent additional four 7-car EMU order with Stadler to instead be seven 4-car trains ... the extra cost could have an excellent O&M cost ROI from both the energy and car-mile savings ... coupled with the possibility of being able to run with only 1 conductor, as is common overseas where the same or similar EMUs have long been in wide and ubiquitous use.

H2 also acts as a GHG

I noted that hydrogen wasn’t included in the list of greenhouse gases. While *technically* not itself a GHG, many reports and articles (typically wary of hydrogen hype) have pointed out that inevitable fugitive small-molecule hydrogen gas emissions (i.e. leaks) have a substantial and high global warming potential (GWP). One example of many:

Hydrogen is a more potent greenhouse gas than previously reported, new study reveals

Indirect atmospheric warming effects of H2 shown with more certainty to be higher than ever, increasing climate risk of hydrogen leakage

<https://www.hydrogeninsight.com/analysis/hydrogen-is-a-more-potent-greenhouse-gas-than-previously-reported-new-study-reveals/2-1-1463495>

Because bus agencies (like SamTrans) and some rail agencies (like Valley Link, SBCTA ... and even CalSTA) are acquiring or planning to acquire inherently energy inefficient H2 fuel cell vehicles, I think it's important for the sake of education (and a bit of a reality check on H2 hype) that we all start adding H2 to lists of GHGs. Especially when due to its prohibitively high cost, less than 1% of the world's H2 is "green" (produced with carbon-free renewable electricity) with the balance associated with GHG-emitting petroleum or gas fuels production.

Cheers!

Adrian Brandt

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [cacsecretary \[@caltrain.com\]](#); [Caltrain, Bac \(@caltrain.com\)](#); [Mountain View City Council](#)
Subject: Caltrain Headquarters relocation
Date: Wednesday, January 31, 2024 3:34:18 AM

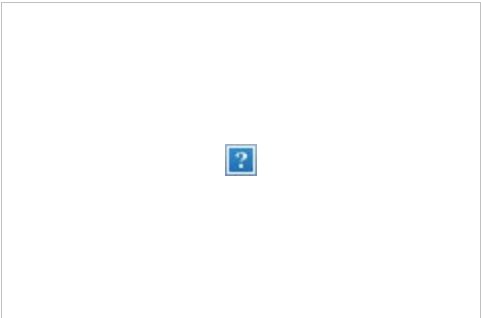
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Dear Chair Zmuda,

Please allow me to start by congratulating you and your staff on the most welcome (and long overdue) appointment of Nadine Fogarty as Caltrain's dedicated Director of Real Estate and Transit Oriented Development.

Moving on to the relocation of Caltrain Headquarters presentation (<https://www.caltrain.com/media/32626/download>), I would like to bring the issue of geographical equity to your attention, specifically that Caltrain is a 78-mile line, so the geographical center of the line is Sunnyvale (mile 39), not Millbrae (mile 13) <https://calhsr.com/resources/caltrain-row-maps/>

With regards to a suitable location for Board meetings, I believe that the City of Mountain View (mile 35) may be open to hosting these meetings in the City Council Chambers as a financially responsible alternative to a dedicated Board room. It should also be noted that the Mountain View Caltrain station provides a connection to the VTA light rail and that Castro Street offers amenities among the best in the immediate vicinity of any Caltrain station, so the 400 Castro Street location (<https://www.loopnet.com/Listing/400-Castro-St-Mountain-View-CA/25703980/>) would be an excellent choice **at approximately half of the SamTrans rent** (slide 11)

	<p>400 Castro St, Mountain View, CA 94041 - Silicon Valley Center LoopNet</p>
<p>400 Castro St, Mountain View, CA 94041. This Office space is available for lease. Office building in Downtown Mountain View, CA.</p>	
<p>www.loopnet.com</p>	

Thank you in advance for your consideration.

Roland Lebrun