



JPB Board of Directors
Meeting of April 1, 2021

Correspondence as of March 19, 2021

Subject

- 1 28th Avenue Community Concerns
- 2 Caltrain CAC Item 8. Project 529 Update
- 3 DTX Item 5 Link21 Project
- 4 Caltrain Integration

From: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: FW: FYI FW: 28th Avenue Community concerns
Date: Monday, March 15, 2021 7:58:41 AM
Attachments: [CONCERNED.pdf](#)

-----Original Message-----

From: AM <amoyer3@my.smccd.edu>

Sent: Sunday, March 14, 2021 11:17 PM

To: citycouncil@cityofsanmateo.org; Ray Iverson <fire@smcfire.org>; Ed Barberini <police@cityofsanmateo.org>; Brad Underwood <bunderwood@cityofsanmateo.org>; publicworks@cityofsanmateo.org

Cc: Jon Mays, Editor The Daily Journal <jon@smdailyjournal.com>; Board (@samtrans.com)

<Board@samtrans.com>; deaconsal@stgregs-sanmateo.org; jcadiz@smfcsd.net; jrosas@smfcsd.net; info@stgregs-sanmateo.org; sanchez@cityofsanmateo.org; neighborhoodwatch@cityofsanmateo.org; gheap@cityofsanmateo.org

Subject: 28th Avenue Community concerns

San Mateo City Department Heads,

Attached is a notice, circulated door-to-door and along the 28th Avenue neighborhood, in one day's time (March 14, 2021), which gained

3 pages of signatures from concerned community members during these Covid circumstances. Just think what the response would be if there was any community outreach or prior notice. This action speaks volumes.

We ask that the City take immediate action to suspend the 28th Avenue project, allowing for community outreach and expert opportunities to weigh in on this infrastructure change before costly mistakes or damages happen.

Of note, not one person in this community outreach had been provided any advance notice or review of proposed street/curb reconfigurations.

Nor, was any aware that residential street parking spaces would be affected, not even the residences on 28th Avenue and the local fire station personnel.

We all agree safety is first, yet the apparent project does not promote safety, instead it creates obstacles and will have unforeseen negative impacts on our neighborhood.

Your actions will speak volumes.

P.S. Please understand that our community is diverse and that electronic medium is beyond certain populations actions or abilities.

March 14, 2021

Attention City of San Mateo,

Immediate action is requested. The apparent street/sidewalk pending construction design along 28th Avenue near Hacienda Street is of great concern for public safety. With narrowing of the intersections and curb extensions into streets there are several concerns, e.g. public safety, property damage and fiscal mishandling.

Our tax dollars through property taxes, vehicle licensing fees, sales taxes, and others are being misused and wasted.

Every person has a right to safe freedom of movement and public access. As such the local and visiting public will be negatively impacted by the current project at this location due to potential increased property damage, (vehicles, bicycles, sidewalks/curbs) and increased pedestrian danger due to vehicles unable to physically complete turns without backing up or driving into oncoming traffic lanes. Imagine a fire engine responding to an emergency, having to back up or run over the sidewalk to access a side street. Some of these vehicles facing these obstructions, all having the legal right to use these roads include, but are not limited to:

- Emergency vehicles, i.e. Fire apparatus, Utility vehicles
- Public transportation buses, i.e. SAMTRANS, School buses, long fixed length wheelbases
- County Recycling vehicles
- Delivery vehicles, i.e. UPS with ~ 30 feet wheelbase lengths
- Specialty vehicles, i.e. hearses, limousines, moving vans, construction vehicles/debris boxes (long fixed length wheelbases)
- And private vehicles (including trailers)

Importantly, the city has a history of improper street/sidewalk design causing property damage and/or requiring costly reconstruction. Some examples are:

- 28th Ave. at Mason Lane
- Hillsdale Blvd. overpass at Hwy 101, eastern intersection
- Alameda de las Pulgas at W. 20th Ave.

In addition to these concerns the construction design appears to be permanently removing public parking spaces in our residential and community church neighborhood. Curbs extending into the leeward direction of the travel are nonfunctional and unnecessarily remove parking spaces. This is unacceptable.

To address these concerns we request an immediate cessation of any construction to review the above concerns and propose any changes through formal notification of area residents and public entities (i.e. Fire, Police, transportation/utilities and neighborhood watch), much like the city requirements for housing construction, written and delivered by USPS.

Signed, concerned community (see attached pages)

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, March 17, 2021 3:35 PM
To: cacsecretary [@caltrain.com]
Cc: Board (@caltrain.com); SFCTA CAC; Baltao, Elaine [board.secretary@vta.org]; Caltrain, Bac (@caltrain.com); MTC Info
Subject: Caltrain CAC item 8. Project 529 Update

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Dear Caltrain CAC Secretary,

Further to the staff presentation to the CAC later today (<https://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/CAC/Presentations/2018/2021-03-17+JPB+CAC+Presentation+8.pdf>), please forward the following information to the Caltrain CAC and members of staff.

<https://www.welovecycling.com/wide/2017/03/13/three-electronic-devices-help-track-stolen-bike/>



Three Electronic Devices to Help You Track Down a Stolen Bike - We Love Cycling magazine

By this I give my consent to my personal data processing for purpose regarding addressing with the offer of ŠKODA brand products and services, including the provision of information about products, services, events, competitions, sending of newsletters and festive greetings.

www.welovecycling.com

□

Thank you

Roland Lebrun

CC

Caltrain Board
SFCTA CAC
VTA CAC
Caltrain BAC
VTA BPAC

From: [Roland Lebrun](#)
To: [Donald Pollitt](#)
Cc: [BART Board](#); [Board \(@caltrain.com\)](#); [SFCTA Board Secretary](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](#)
Subject: DTX ESC Item 5 LINK21 project
Date: Friday, March 19, 2021 3:32:34 AM
Attachments: [image.png](#)

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Dear Chair Chang,

As depicted in the following screen shot, the 7th Street alignment offers the following advantages over the DTX as currently proposed by the TJPA:

- No requirement for a train box extension.
- **SIX** thru tracks to the East Bay vs. **FOUR** in the TJPA GEC alternatives: https://tjpa.org/uploads/2021/03/Item5_BART-and-CCJPA-Propo-on-Link21.pdf (slide 7)
- **No building condemnations between Main Street and Embarcadero**
- **No conflicts with the Embarcadero MUNI tunnel**
- **Train storage equivalent to the 4th & King railyard within the SFTC train box** (six double-length tracks vs. twelve single-length tracks at 4th&King)



Sincerely,

Roland Lebrun

From: [Gwen Litvak](#)
To: [Board \(@caltrain.com\)](#)
Subject: Letter from Seamless Bay Area, SPUR, and Bay Area Council
Date: Friday, March 19, 2021 9:21:45 AM
Attachments: [JPB Seamless SPUR BAC.pdf](#)

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

Dear Caltrain Joint Powers Board,

Please find the attached letter from Seamless Bay Area, SPUR, and the Bay Area Council requesting a BART/Caltrain integration be studied as a governance option.

We look forward to sharing our comments at today's meeting.

Thanks,
Gwen
(she/her)

[Gwen Litvak](#) | Senior Vice President, Public Policy | [BAYAREA COUNCIL](#)
o: 415-946-8706 m: 310-435-1046
glitvak@bayareacouncil.org | www.bayareacouncil.org



March 19, 2021

The Peninsula Corridor Joint Powers Board
12509 San Carlos Avenue
San Carlos, CA 94070

Dear Chair Davis and the Peninsula Corridor Joint Powers Board,

The undersigned organizations thank the JPB for leading Caltrain into a more frequent and equitable service pattern and urge you to continue marching towards a bold future for Caltrain. We are at a moment like no other. Caltrain ridership has dropped 95% over the past year as offices remain closed; BART's ridership has dropped 90%, sales tax revenues are lower than projected, and the traditional commute has forever changed. We are fortunate Congress has effectively saved our transit system, but we need to start planning now for what happens after 2022 -- when many of these funds will be used up.

With governance processes for Caltrain and the region's transit under way, there are several outcomes that are essential to consider and pursue:

- A seamless end-to-end travel experience. To grow its ridership substantially, Caltrain must serve more riders whose origins and destinations aren't right next to Caltrain stations. Caltrain must become a seamless link between the region's other local and regional transit services. The rail system should be planned and managed to have integrated fares and schedules so that using the rail backbone feels like using a single system for complete and easy trips around the Bay and enabling supporting seamless connections to local bus and light rail service at stations along the corridor.
- Integrated planning and efficient, cost-effective delivery of the major capital projects. The Caltrain business plan approved by the Peninsula Corridor Joint Powers Board includes goals of improving connections to regional and local transit, and increasing ridership through a major capital program. Already, planning is underway for the Downtown Extension, a Diridon intermodal transit hub, the addition of high-speed rail, and Link 21. Connections need to be planned alongside capacity improvements on the Caltrain corridor that will likely be needed to carry the riders. These megaprojects need political champions and shared vision, effective planning, specialized project delivery skills in order to be delivered quickly and cost effectively. There is the potential to save taxpayers billions of dollars, if done well.
- Governance for a regional rail system that is accountable to riders, organizational stakeholders such as cities and employers, and the broader public. Currently, governance is fragmented, with critical rail decisions dependent on approval by multiple boards, adding complexity, instability, and challenges for stakeholder participation. No agency has the responsibility for planning and delivering an integrated regional rail system for the Bay Area.
- Governance that provides the authority to continue to raise funds for future needs. Measure RR provides valuable, essential funding for Caltrain's operations. Additional funding will be needed in

the future to deliver the long-term capital plan. With Caltrain's current governance structure, the ability to raise funds is distributed among the partner agencies, adding difficulty and risk to the ability to fund improvements to the system.

Therefore, we recommend that the JPB study the following governance options, and evaluate the strengths and weaknesses of a potential merger based on achieving the outcomes above.

- Considering options to merge the governance of BART and Caltrain, in a way that provides representation for riders and constituents in all of the counties served, provides an integrated and simplified customer experience, and facilitates raising funds to improve the system.
- Identifying and supporting network management solutions that provide integrated planning and service standards for a regional transit network and that can deliver the commitments of the service and equity goals in the Caltrain service vision, as is being discussed at the region's Blue Ribbon Transit Recovery Task Force with a regional network management entity.

Thank you for your leadership in ensuring the future of Caltrain. We look forward to working together.

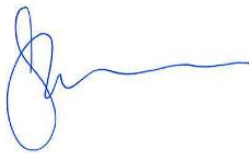
Sincerely,



Laura Tolkoff
Transportation Policy Director
SPUR



Ian Griffiths
Policy Director
Seamless Bay Area



Gwen Litvak
Senior Vice President, Public Policy
Bay Area Council