



JPB Board of Directors  
Meeting of May 7, 2020

Correspondence as of April 17, 2020

- | # | <u>Subject</u>                  |
|---|---------------------------------|
| 1 | PowerPoint Presentation Request |
| 2 | Executive Order N-35-20         |
| 3 | Downtown Rail Extension MOU     |
| 4 | Railyard MOU                    |
| 5 | Noise and Overgrown Vegetation  |
| 6 | Public Comment                  |
| 7 | Caltrain CAC Staff Report       |
| 8 | Newsletter                      |

**From:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**To:** [Roland Lebrun](mailto:Roland Lebrun)  
**Cc:** [PRA; Board \(@caltrain.com\)](mailto:PRA; Board (@caltrain.com))  
**Subject:** Requested record attached RE: SB797 presentation to San Mateo County Board of Supervisors  
**Date:** Monday, April 13, 2020 10:46:18 AM  
**Attachments:** [PRA Roland LeBrun PPT SB797 03.25.20 - recd and sent out 04.13.2020.pdf](#)

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Dear Mr. LeBrun – please find the attached document responsive to your request.

Regards,  
Dora Seamans

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Sunday, April 12, 2020 12:28 PM  
**To:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Cc:** PRA <PRA@samtrans.com>  
**Subject:** SB797 presentation to San Mateo County Board of Supervisors

Dear Chair Pine and Board members,

Pursuant to Government Code §6250 et seq, please provide a copy of the following document:

3/24 Presentation to the San Mateo County Board of Supervisors by Mr. Seamus Murphy  
<https://sanmateocounty.legistar.com/LegislationDetail.aspx?ID=4400057&GUID=58A6959C-7753-4ECD-BC85-3FA2785BEC5B&Options=&Search=>

Thank you in advance for your prompt attention to this matter.

Roland Lebrun

# Caltrain Business Plan

APRIL 2020

SB797 Update



# Key Topics



**SB797 Overview; Caltrain  
Corridor Today and Tomorrow**

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**Costs and Funding Needs**

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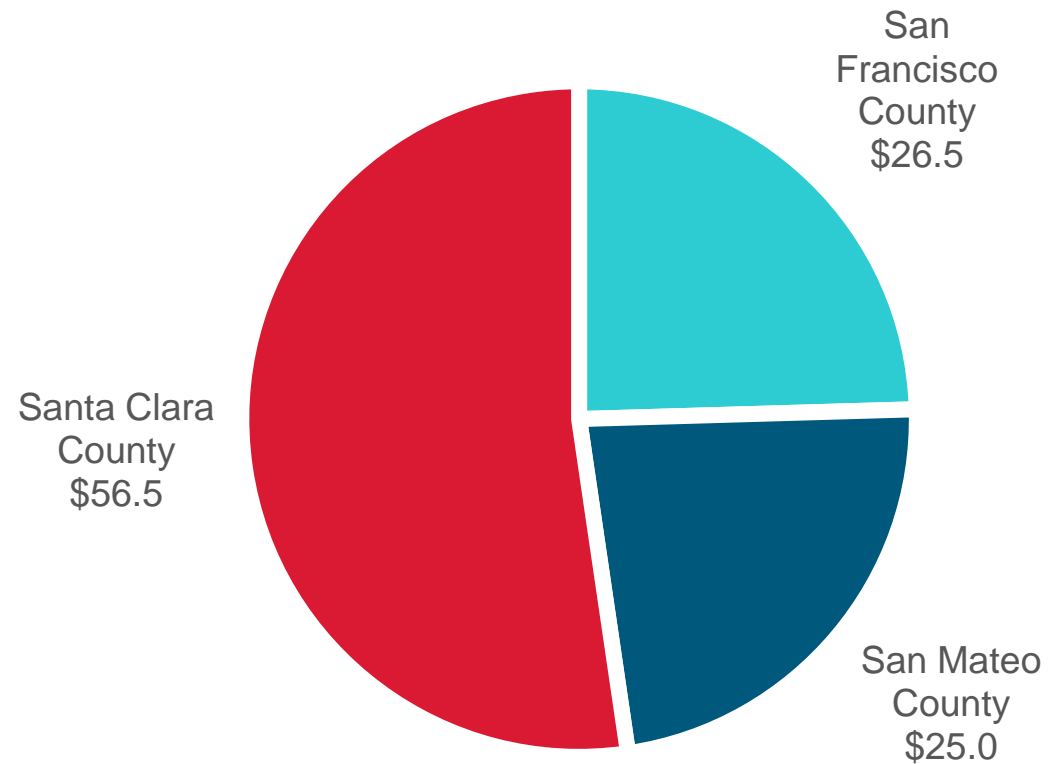
**The SB797 Opportunity:  
Electrified Expanded Benefits**

# SB797 Overview + Caltrain Today & Tomorrow

# 3-County 1/8-Cent Sales Tax

- 2/3 of total combined vote from the 3 counties
- Can exceed 2% local sales tax limit
- ~\$108 million/year for operating & capital needs

Annual Projection: \$108 million



(amounts in millions of dollars)

# 7-Agency Approval Process



## Regional

Caltrain Board of Directors (2/3 majority)

## San Francisco County

- SFMTA Board of Directors
- Board of Supervisors (2/3 majority)

## San Mateo County

- SamTrans Board of Directors
- Board of Supervisors (2/3 majority)

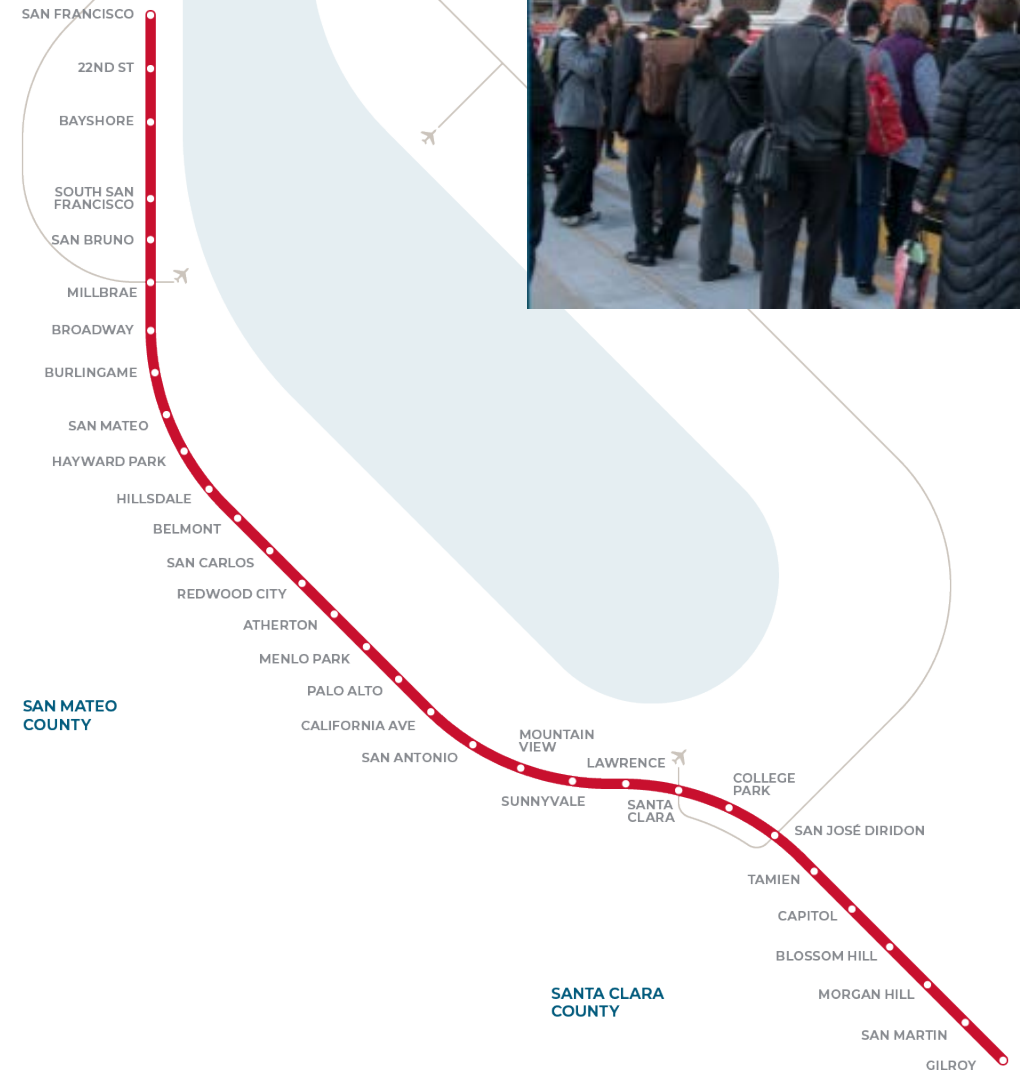
## Santa Clara County

- VTA Board of Directors
- Board of Supervisors (2/3 majority)



# Caltrain Corridor Today

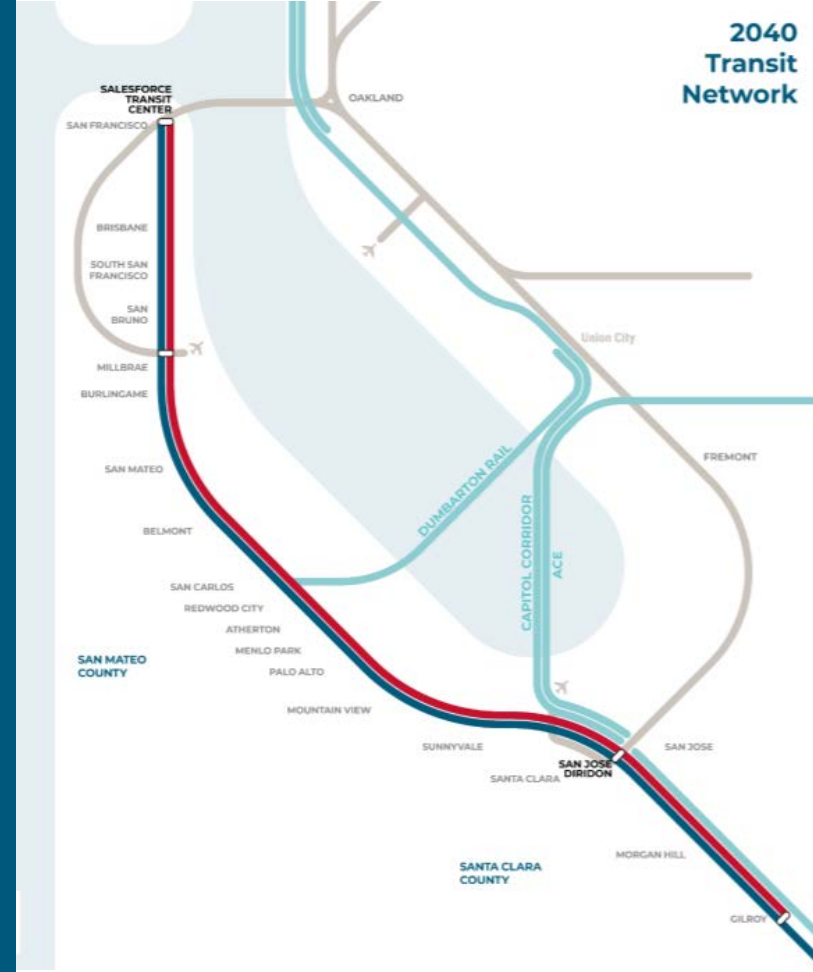
- Bi-directional commute, multiple destination centers
- Seventh largest commuter rail in county
- ~65,000 daily riders; 22 miles ave. travel length; 32 stations
- \$0.5 Subsidy for each mile traveled (compared to \$5-7 per mile other Bay Area systems)
- Most efficient railroad in the country
- Overcrowding trains
- Diesel system past it's retirement date
- Electrification Project in Construction



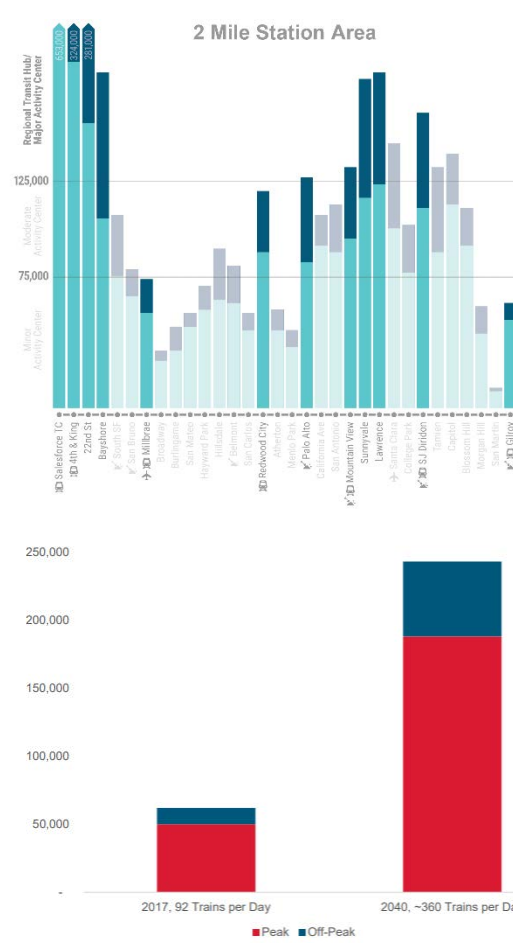


# Future Caltrain Corridor

- By 2040, Caltrain ridership demand of over 200,000 daily riders
- Corridor expected to add 1.2 million people and jobs within 2 miles of Caltrain (+40%)
- Significant freeway congestion
- Major transit infrastructure projects further increase Caltrain demand
  - BART to Santa Clara County
  - San Francisco Downtown Extension/Pennsylvania Avenue Tunnel
  - Dumbarton Rail
- Electrification Project foundation for future growth

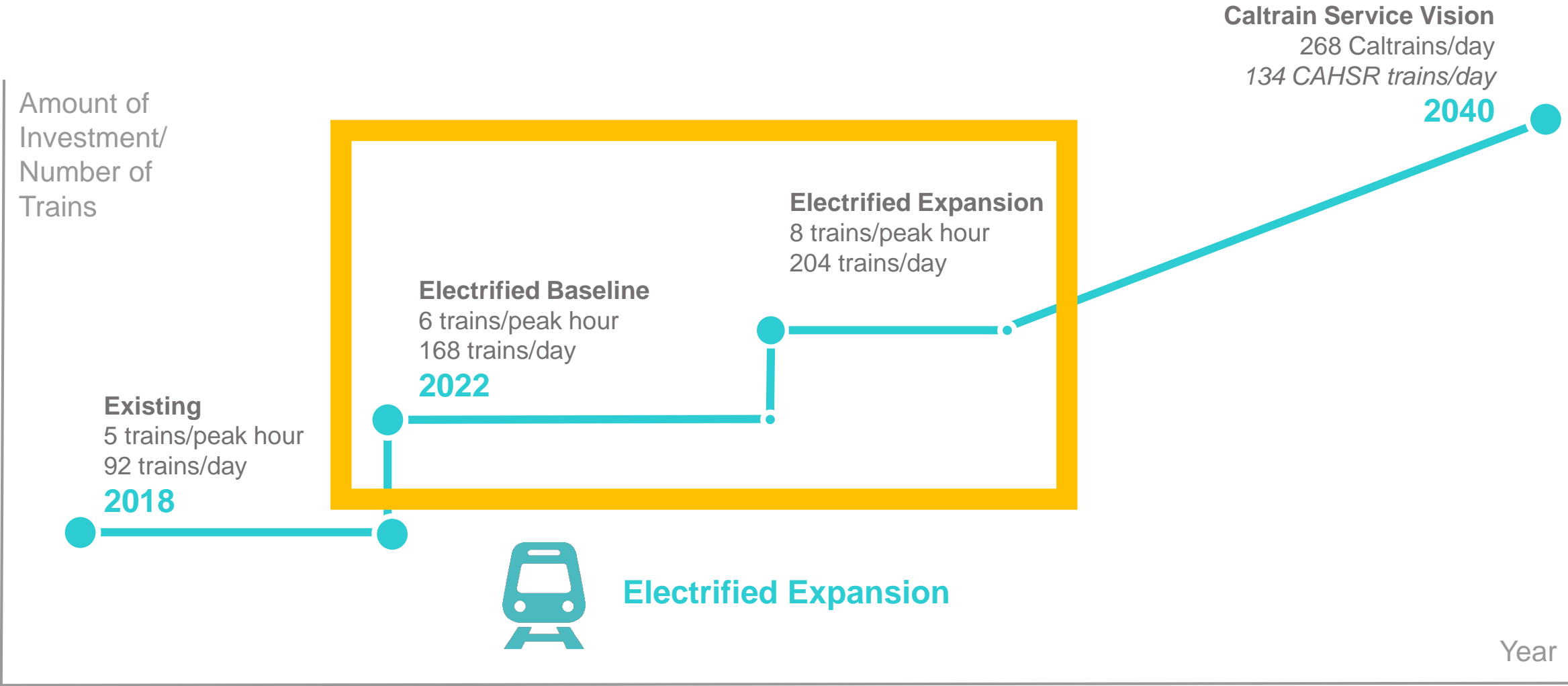


2040  
Transit  
Network



# Near Term Electrified Expansion Path

Possible, with additional resources



# Electrified Expansion

## Details



### Electrified Expansion

8 Trains per peak hour at major stations (5 today)

7.5 hours of peak service per day (5 today)

4 Off-peak trains per hour (2 today)

5 Gilroy roundtrips daily (3 today)

More standardized schedules and enhanced connections

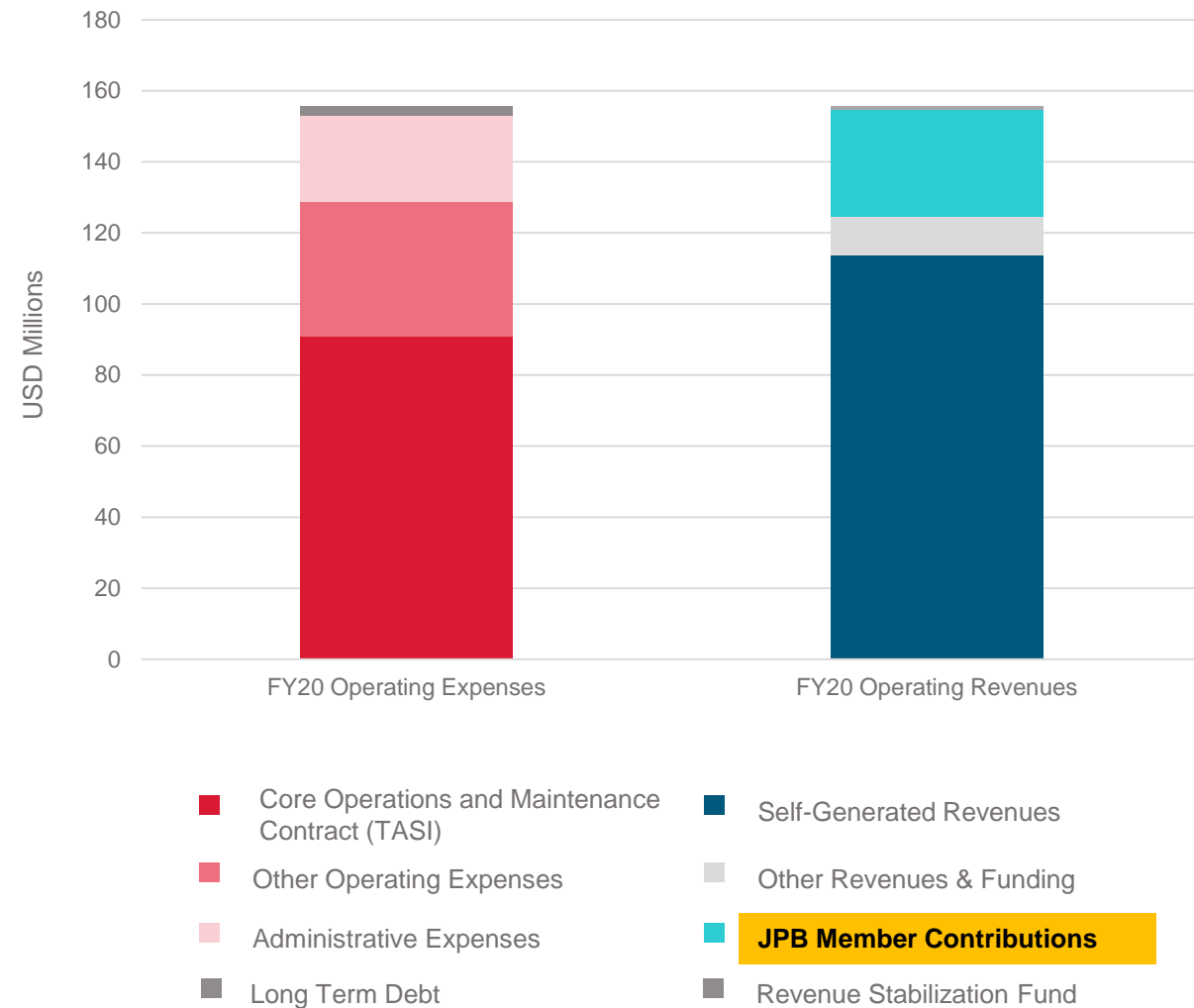
# Costs and Funding Needs

# Operating Costs & Revenue

## Caltrain Today

- No dedicated funding sources
- Member Agencies help fund on annual basis:
  - Operations (ridership based formula)
  - Annual Capital SOGR (split evenly)
- Major Capital Projects have unique separate funding plans with a mix federal, state, local, member agency funds

## Budgeted Operating Expenses and Revenue FY 2020



All costs shown in YOY \$



# Annual Member Contributions

## Caltrain Today

- No dedicated funding sources
- Member Agencies help fund on annual basis:
  - Operations (ridership based formula)
  - Annual Capital SOGR (split evenly)
- Major Capital Projects have unique separate funding plans with a mix federal, state, local, member agency funds

## Combined Share of Annual Capital SOGR & Ops vs. Ridership

County	FY20	% of FY20	% of riders
San Francisco	\$15.6M	30%	27%
San Mateo	\$16.6M	32%	31%
Santa Clara	\$20.2M	38%	42%
<b>Total</b>	<b>\$52.4M</b>	<b>100%</b>	<b>100%</b>

All costs shown in YOY \$



# Ridership Projected Growth by County

While the overall ridership increases dramatically, ridership percentage by county varies only slightly over time

## Combined Share of Annual Capital SOGR & Ops vs. Future Ridership

County	Combined Share of FY20 Funding	Existing	2025	2030
San Francisco		17,200	22,900	28,100
	30%	27%	27%	25%
San Mateo		19,500	27,400	38,800
	32%	31%	31%	34%
Santa Clara		26,900	36,100	46,300
	38%	42%	42%	41%

All costs shown in YOE \$



# Baseline Electrified Growth

Total Member Agency  
Obligation without SB797

To cover existing electrified baseline  
plans, Member agencies would have  
higher funding obligations



## Electrified Baseline (6 trains per hour)

Projected Expense – Electrified Baseline	Total Member Agency Obligation	Increased Member Agency Obligation from Today FY20
Ongoing Op	\$37 million annually (average)	\$7 million annually (average)
Ongoing Annual Capital (SOGR) Needs	\$40 million annually (average)	\$20 million annually (average)
New Capital Investment	N/A	N/A

All costs shown in YOE \$





# Baseline Electrified Growth

## By County, Member Agency Obligation without SB797

To cover existing electrified baseline plans, Member agencies would have higher funding obligations



### Electrified Baseline (6 trains per hour)

Member Agency Obligation (Op & Annual Capital SOGR)	Today	Electrified Baseline (Other revenues assumed)
San Francisco County	\$16M	\$23M
San Mateo County	\$17M	\$23M
Santa Clara County	\$20M	\$29M
<b>Total Annual</b>	<b>\$53M</b>	<b>\$77M</b>

All costs shown in YOE \$



# Electrified Expanded Growth Costs

Total Member Agency  
Obligation without SB797

Electrified Expanded Growth would  
increase member agency contributions  
even higher



## Electrified Expanded (8 trains per hour)

Projected Expense – Enhanced Growth	Total Member Agency Obligation	Increased Member Agency Obligation from FY20
Ongoing Op	\$58 million annually (average)	\$28 million annually (average)
Ongoing Annual Capital (SOG) Needs	\$40 million annually (average)	\$20 million annually (average)
New Capital Investment	\$1 billion	\$1 billion

All costs shown in YOY \$



# Electrified Expanded Growth

## Total Member Agency Obligation with SB797

After Operating and Capital SOGR, SB797 would provide \$300 million over 30 years (\$10 million annually). Member agency contributions or other external sources of funding would be needed to cover the remaining \$~700 million. If Member contributions were maintained at FY20 level, \$1.8B available for new capital investments



## Electrified Expanded (8 trains per hour)

Projected Expense – Enhanced Growth	Total Member Agency Obligation
Ongoing Op	\$0
Ongoing Annual Capital (SOGR) Needs	\$0
New Capital Investment	~\$700 million total ~\$233 million each member

All costs shown in YOE \$



# With SB797: Expenditure Plan

## Revenues prioritized:



Operations and annual capital (state of good repair) needs



Capital – infrastructure such as level boarding and rolling stock to advance the expansion of the Caltrain peak hour service to 8 trains per hour, per direction as well as the expansion of service on the Gilroy extension to a minimum of five roundtrip per day



Equity benefits

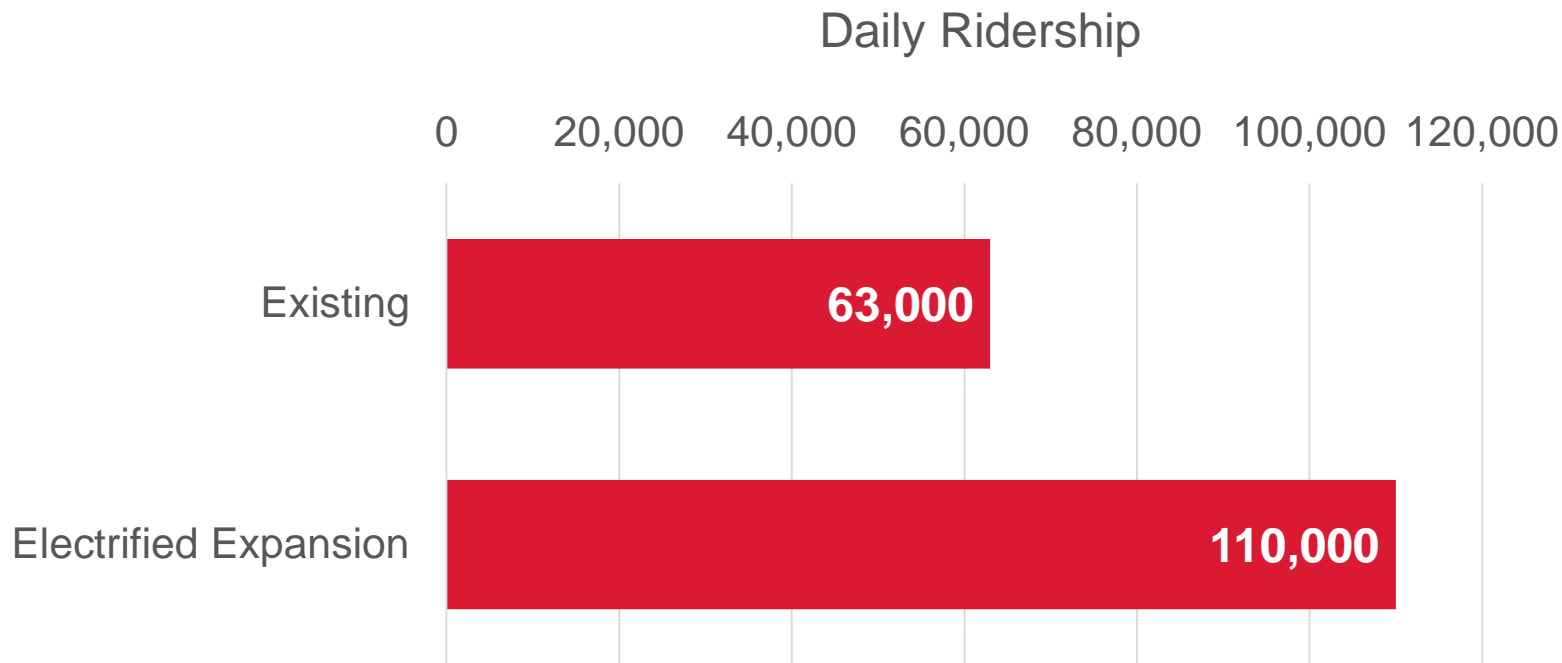
## Additional revenue:

Revenues will also be eligible to help advance capital projects necessary to implement the Caltrain Business Plan's 2040 Service Vision.

# SB797 Opportunity: Electrified Expanded Service Benefits

# Electrified Expansion Benefits

Ridership, equivalent capacity of 3 additional Chase Centers



**3 Additional Chase Centers**

# Electrified Expansion Benefits

Adds the equivalent capacity of 2 new freeway lanes



## Trains vs. Lanes

<b>Electrified expansion</b>		6
		5
		4
		3
		2
		1

Caltrain currently carries 4 freeway lanes' worth of traffic



Equivalent 2 additional freeways lanes



# Electrified Expansion Benefits

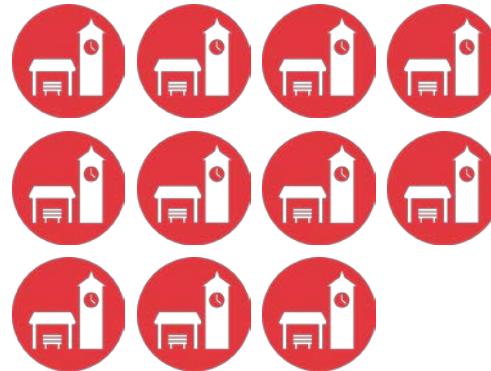
Increase service at more stations

Increasing service from six to eight trains per hour, per direction enables more frequent service to more stations.

With an expanded electrified service, 20 of 24 mainline stations would receive at least four trains per hour, per direction, and nearly half of stations would receive eight trains per hour, per direction.

## Electrified Expansion

11 stations



8 trains phpd

9 stations



4 trains phpd

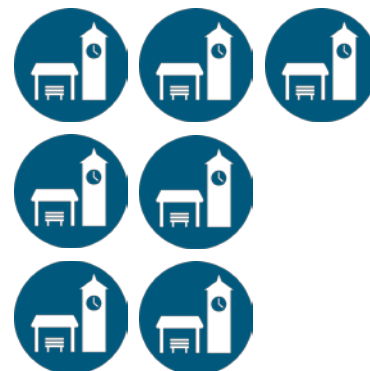
4 stations



less than 4 trains phpd

## Today

7 stations



4-5 trains phpd

17 stations



less than 4 trains phpd

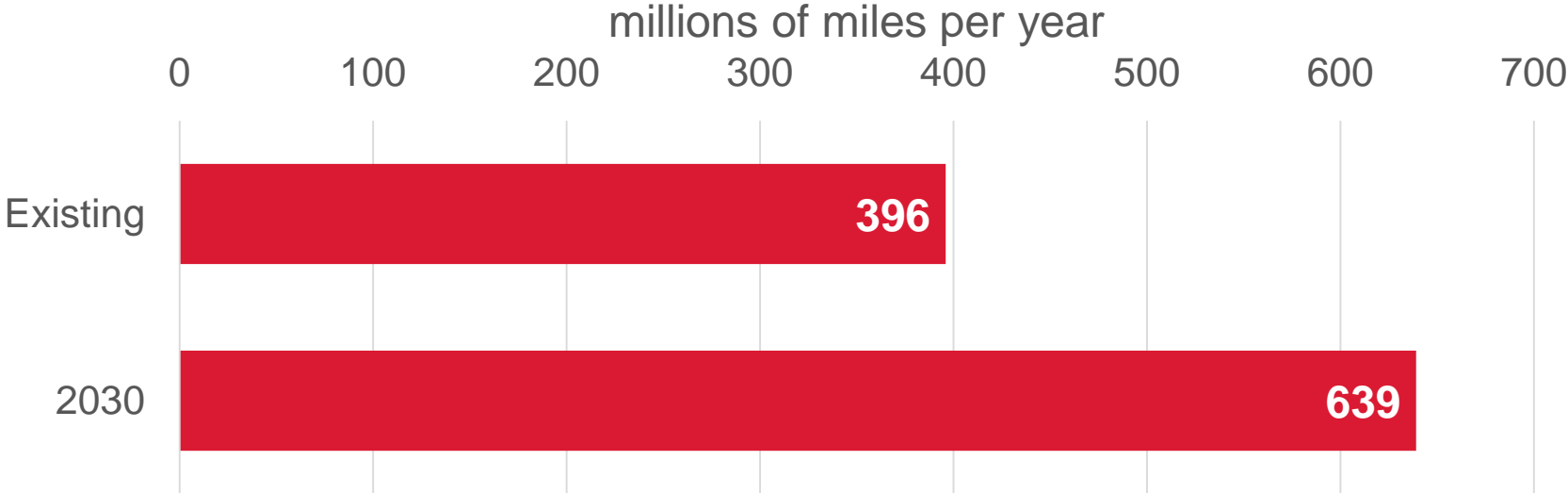


# Electrified Expansion Benefits

Over 240 million fewer vehicle miles traveled per year by riders



## Vehicle Miles **Not** Traveled by Riders



# Next Steps

## 7-Agency Approval Process

### Regional

Caltrain Board of Directors ( $\frac{2}{3}$  majority) – ACTION MAY

### San Francisco County

- SFMTA Board of Directors --- ACTION APRIL
- Board of Supervisors ( $\frac{2}{3}$  majority) -- ACTION JULY

### San Mateo County

- SamTrans Board of Directors --- ACTION APRIL
- Board of Supervisors ( $\frac{2}{3}$  majority) --- ACTION APRIL

### Santa Clara County

- VTA Board of Directors – ACTION JUNE
- Board of Supervisors ( $\frac{2}{3}$  majority) --- ACTION APRIL



**August 7, 2020 deadline to place a measure on the ballot**

**FOR MORE INFORMATION**

**WWW.CALTRAIN2040.ORG**

**BUSINESSPLAN@CALTRAIN.COM**

**650-508-6499**



**From:** [Roland Lebrun](#)  
**To:** [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])  
**Cc:** [Board \(@caltrain.com\)](#); [SFCTA Board of Supervisors](#); [VTA Board Secretary](#); [MTC-ABAG](#); [SFCTA CAC](#)  
**Subject:** Caltrain CAC public comment  
**Date:** Wednesday, April 15, 2020 4:19:13 PM  
**Attachments:** [Violation of Executive Order N-35-20.pdf](#)

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Dear Chair Shaw and Committee members,

Further to the attached letter to the Caltrain Board,

I am hereby informing you that today's CAC meeting is being held in contempt of Governor Newsom's Order N-35-20 as well as Government Code Section 54954.3 and will result in a letter to cease and desist followed by a court injunction barring any further Caltrain meetings until Caltrain's managing agency complies.

In closing, I am respectfully requesting that you consider agendizing a future action item recommending that the Board terminate the San Mateo County Transit District's responsibilities as Caltrain's managing agency effective July 1<sup>st</sup> 2021 pursuant to section 6.B of the October 1996 JPB Agreement.

Sincerely,

Roland Lebrun

CC

SFCTA Board of Directors  
VTA Board of Directors  
MTC Commissioners  
SFCTA CAC  
Caltrain CAC

Dear Chair Pine and Board members,

The intent of this letter is as follows:

- 1) Inform the Board that any further failures to comply with Executive Order N-35-20 and/or Government Code Section 54954.3 will result in a letter to cease and desist followed by a court injunction barring any further Caltrain meetings until Caltrain's managing agency complies.
- 2) Request that the Board terminate Hanson Bridgett LLP's contract for cause
- 3) Request that the Board assign responsibility for all legal services to Olsen Remcho, LLP
- 4) Request that the Board notify the San Mateo County Transit District that their services will no longer be required effective July 1<sup>st</sup> 2021 pursuant to section 6.B of the October 1996 Agreement

[http://www.caltrain.com/Assets/ Public+Affairs/pdf/Restated+Joint+Powers+Agreement+Peninsula+Corridor+Project+\(Oct.+1996\).pdf](http://www.caltrain.com/Assets/Public+Affairs/pdf/Restated+Joint+Powers+Agreement+Peninsula+Corridor+Project+(Oct.+1996).pdf)

## Background

3/12 Governor Newsom issues Executive Order N-25-20

*"A local legislative body or State body is authorized to hold public meetings via teleconferencing and **to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to attend and to address the local legislative body or State body**"*

3/17 Governor Newsom issues Executive Order N-29-20

3/19 The SFCTA holds its first public meeting via Zoom/teleconference

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## Public Comment

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- "Raise hand" to speak (\*9 on phone, \*6 to mute/unmute)
- Submit questions via chat

3/21 Governor Newsom issues Executive Order N-35-20

***“Nothing in this order permits the members of a local legislative body to take action on, or to discuss amongst themselves, any item of business that is within the subject matter jurisdiction of the legislative body outside of the Brown Act”***

3/23 JPB Finance Committee meeting chaired by Director Davis.

Members of the public use “Raise Hand” to indicate a request to speak on an item, are unmuted during their testimony and the meeting proceeds without incident.

3/24 Adina Levin writes to the Board quoting Santa Clara County Board of Supervisors teleconference guidelines: ***“When the Board President calls for the item on which you wish to speak, click on “raise hand.” The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called to speak.”***

<https://www.sccgov.org/sites/bos/Pages/Meetings.aspx>

3/25 WPLP Committee chaired by Director Stone

**San Mateo County District Board Secretary refuses to unmute members of the public and Director Stone refuses to read written comments submitted via Q&A into the record.**

**San Mateo County District Legal Council opines that the meeting protocol complies with Executive order N-29-20.**

3/26 BART Board emergency meeting

Members of the Board communicate via Zoom and members of the public are allowed to participate via teleconference (150 attendees). Public testimony is allowed in blocks of 10 participants. 20 participants deliver public comments and the Board meeting proceeds without incident.

## **Conclusion**

The San Mateo County Transit District failed in its duty to provide adequate administrative services to the Caltrain Joint Powers Board and should be terminated at the earliest opportunity but no later than July 1<sup>st</sup> 2021.

Sincerely,

Roland Lebrun

**From:** [Roland Lebrun](#)  
**To:** [Clerking Staff](#)  
**Cc:** [undefined](#); [MTC Commission; Board \(@caltrain.com\)](#); [CHSRA Board](#); [Nila Gonzales](#); [SFCTA CAC](#); [cacsecretary \[caltrain.com\]](#); [MTABoard@SFMTA.com](#)  
**Subject:** Agenda item #17 Downtown Rail Extension MOU  
**Date:** Monday, April 13, 2020 1:27:44 PM

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Dear Chair Peskin and Commissioners,

I hope that this email finds you and yours in good health.

Please allow me to start by congratulating you for bringing some long overdue regional oversight to the DTX project.

The only change to the MOU that I would recommend for your consideration is that you strike section 7 on page 6

*7. NEPA/CEQA: Any recommendations regarding modifications to the DTX resulting from the work under the MOU is intended to be consistent with and not require any material modification of the existing DTX NEPA/CEQA documentation.*

for the following reasons:

- This clause effectively blocks any further development of the 7<sup>th</sup> Street alignment which is counterproductive given :

- The current committed DTX funding envelope of \$1B
- A recent verbal quote for **LESS THAN \$1B FOR A COMBINED DTX/PAX**

- The COVID-19 Great Recession is expected to accelerate emerging CEQA reform legislation

- The FRA recently assigned NEPA responsibility to the California High Speed Rail Authority, one of the 5 MOU partners

- The **combined DTX/PAX \$5B saving** could be rerouted to other critical projects such as the Central Subway extension and the new Transbay rail crossing.

With regards to transparency, I would like to recommend that the Executive Steering Committee (ESC) meetings be open to the public.

Last but not least, I wish that there had been an opportunity for CAC members to voice their opinion on the agreement, including their long-standing interest in further studies of the 7<sup>th</sup> Street alignment.

Sincerely,

Roland Lebrun

CC

MTC Commissioners

Caltrain Board

California High Speed Rail Authority Board of Directors

TJPA Board of Directors

SFMTA Board of Directors

SFCTA CAC

Caltrain CAC



**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [PRA](#)  
**Subject:** Railyard MOU  
**Date:** Monday, April 13, 2020 4:26:42 PM

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Dear Chair Pine and Board members,

Pursuant to Government Code §6250 et seq, please provide a copy of the following document:

Signed copy of the Railyards MOU entered on June 3, 2019 with the San Francisco County Transportation Authority (SFCTA), the City and County of San Francisco (CCSF), The Transbay Joint Powers Authority (TJPA) and Prologis.

Thank you in advance for your prompt attention to this matter.

Roland Lebrun

**From:** [Rios, Rona](#)  
**To:** [denniswan88@yahoo.com](mailto:denniswan88@yahoo.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Consumer Report #747764 Noise and Overgrown Vegetation  
**Date:** Tuesday, April 14, 2020 7:50:19 AM

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Dear Mr. Wan,

Your correspondence to the Board of Directors was forwarded to me for response, they are copied on this email.

First, our sincere apologies for the delayed response – we did some review as to what may have happened to your original complaint, additionally, we wanted to review the issue regarding noise and overgrown vegetation. We found that the delay occurred because your original complaint was sent to Caltrans instead of Caltrain, so unfortunately, we did not receive your correspondence. In regards to the overgrown areas, we forwarded this issue to our Rail Road Infrastructure Maintenance Director who stated they will review the surrounding area and handle the necessary work that falls in the Right of Way to the railroad. The noise you describe is related to the proximity of the railroad which they cannot address.

Thank you for bringing the vegetation issue to our attention, we appreciate your concerns for safety and will handle this issue accordingly.

Best Regards,

Rona Rios  
Director, Customer Experience  
Caltrain

---

From: Dennis Wan <[dennis@dwinvestment.com](mailto:dennis@dwinvestment.com)>  
Sent: Saturday, March 28, 2020 1:31 PM  
To: Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
Cc: [edna.campero@vta.org](mailto:edna.campero@vta.org); [dennis@dwinvestment.com](mailto:dennis@dwinvestment.com); [denniswan88@yahoo.com](mailto:denniswan88@yahoo.com); 'CACC' <[cacc\\_sc@yahoo.com](mailto:cacc_sc@yahoo.com)>  
Subject: FW: Complaints about Noise & vibration& over grown vegetation

Dear Board Directors or Concern Parties,.

I contacted different agencies, for a couple of years. but cannot reach the legal owner of the property along the Cal Train tracks along the

2000 block of Main Street, Santa Clara, CA. 95050.

I owned the property on 21 [redacted] Main Street, Santa Clara, CA. 95050.

Trains pass by throughout the day and night, create noise and vibrations that shake the house and windows.

Also the bushes and branches create a Fire Hazard along the fence.

The agencies I contacted ( PG & E, City of Santa Clara, County, VTA, Caltran) but nothing was done or follow up.

Enclosed was the response from Cal Train in Nov. 2019, but no further action or correspondence.

Alos, Ms Edna Campero from VTA emailed me name of the legal owner : PCJPB, but no address or contact person.

Can you direct this request to the right party that can help with the situation.

Your help is much appreciated.

Submitted by :

Dennis Wan,

Contact information:

[denniswan88@yahoo.com](mailto:denniswan88@yahoo.com)<mailto:denniswan88@yahoo.com>

cell: 408-667-3070

OR,

Chinese American Chamber of Commerce of Santa Clara.

2021 The Alameda, #130,

San Jose, CA. 95126

408-984-6686

408-984883 fax

[cacc\\_sc@yahoo.com](mailto:cacc_sc@yahoo.com)<mailto:cacc\_sc@yahoo.com>

**From:** [Rios, Rona](#)  
**To:** [Dennis](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Consumer Report #747764 Noise and Overgrown Vegetation  
**Date:** Tuesday, April 14, 2020 8:52:55 AM

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Hello Mr. Wan,

My apologies for the confusion. I work for the San Mateo County Transit District who provides support and administration for both SamTrans and Caltrain (Peninsula Joint Powers Board).

Regarding a sound wall, you can submit your comments/recommendations and I am happy to forward them to our Real Estate and Property Development Team for review.

Best,

Rona Rios

---

**From:** Dennis <denniswan88@yahoo.com>  
**Sent:** Tuesday, April 14, 2020 8:40 AM  
**To:** Rios, Rona <riosr@samtrans.com>  
**Cc:** Board (@caltrain.com) <BoardCaltrain@samtrans.com>  
**Subject:** Re: Consumer Report #747764 Noise and Overgrown Vegetation

Thanks very much Ms Rios for your response.  
Still a little confuse about which office you are representing ?  
Your email address is : [riosr@samtrans.com](mailto:riosr@samtrans.com)  
And the letter Ending with you as the Director of Caltrain ?  
You are the Director of Both.  
And  
the legal owner is Caltrain!

Who should I contact about the  
"Sound Wall" Along that stretch  
Of housing?

Stay Healthy !

Thanks again.

Sent from my iPhone

On Apr 14, 2020, at 7:50 AM, Rios, Rona <[riosr@samtrans.com](mailto:riosr@samtrans.com)> wrote:

Dear Mr. Wan,

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First, our sincere apologies for the delayed response – we did some review as to what may have happened to your original complaint, additionally, we wanted to review the issue regarding noise and overgrown vegetation. We found that the delay occurred because your original complaint was sent to Caltrans instead of Caltrain, so unfortunately, we did not receive your correspondence. In regards to the overgrown areas, we forwarded this issue to our Rail Road Infrastructure Maintenance Director who stated they will review the

surrounding area and handle the necessary work that falls in the Right of Way to the railroad. The noise you describe is related to the proximity of the railroad which they cannot address.

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Best Regards,

Rona Rios  
Director, Customer Experience  
Caltrain

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Sent: Saturday, March 28, 2020 1:31 PM  
To: Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
Cc: [edna.campero@vta.org](mailto:edna.campero@vta.org); [dennis@dwinvestment.com](mailto:dennis@dwinvestment.com); [denniswan88@yahoo.com](mailto:denniswan88@yahoo.com); 'CACC' <[cacc\\_sc@yahoo.com](mailto:cacc_sc@yahoo.com)>  
Subject: FW: Complaints about Noise & vibration& over grown vegetation

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Can you direct this request to the right party that can help with the situation.

Your help is much appreciated.

Submitted by :

Dennis Wan,

Contact information:

[denniswan88@yahoo.com](mailto:denniswan88@yahoo.com)<mailto:denniswan88@yahoo.com>

cell: 408-667-3070

OR,

Chinese American Chamber of Commerce of Santa Clara.

2021 The Alameda, #130,

San Jose, CA. 95126

408-984-6686

408-984883 fax

[cacc\\_sc@yahoo.com](mailto:cacc_sc@yahoo.com)<mailto:cacc\_sc@yahoo.com>

**From:** [Rios, Rona](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** FW: Consumer Report #747764 Noise and Overgrown Vegetation  
**Date:** Tuesday, April 14, 2020 11:03:55 AM

---

For the record, Mr. Wan's second response.

Rona Rios

---

**From:** Dennis Wan <denniswan88@yahoo.com>  
**Sent:** Tuesday, April 14, 2020 10:56 AM  
**To:** Rios, Rona <riosr@samtrans.com>  
**Subject:** Re: Consumer Report #747764 Noise and Overgrown Vegetation

Thanks Ms Rios.

I will work on the comment about the Sound Wall and send it to you.

Your help is much appreciated.

Thanks again.

Dennis Wan, Broker-Notary Public  
D W Investment Realty,  
DRE#00935827  
[www.dwinvestment.com](http://www.dwinvestment.com)  
Chinese Chamber of Commerce  
<http://www.cacc-sc.org>  
Historic Chinese-American Cemetery  
[www.sbhccacc.org](http://www.sbhccacc.org)  
408-984-6686  
408-984-6683 fax  
408-667-3070 cell  
email: [denniswan88@yahoo.com](mailto:denniswan88@yahoo.com)

On Tuesday, April 14, 2020, 8:52:57 AM PDT, Rios, Rona <[riosr@samtrans.com](mailto:riosr@samtrans.com)> wrote:

Hello Mr. Wan,

My apologies for the confusion. I work for the San Mateo County Transit District who provides support and administration for both SamTrans and Caltrain (Peninsula Joint Powers Board).

Regarding a sound wall, you can submit your comments/recommendations and I am happy to forward them to our Real Estate and Property Development Team for review.

Best,

Rona Rios

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**From:** Dennis <[denniswan88@yahoo.com](mailto:denniswan88@yahoo.com)>  
**Sent:** Tuesday, April 14, 2020 8:40 AM  
**To:** Rios, Rona <[riosr@samtrans.com](mailto:riosr@samtrans.com)>  
**Cc:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Re: Consumer Report #747764 Noise and Overgrown Vegetation

Thanks very much Ms Rios for your response.

Still a little confuse about which office you are representing ?

Your email address is : [riosr@samtrans.com](mailto:riosr@samtrans.com)

And the letter Ending with you as the Director of Caltrain ?

You are the Director of Both.

And

the legal owner is Caltrain!

Who should I contact about the

“Sound Wall” Along that stretch

Of housing?

Stay Healthy !

Thanks again.

Sent from my iPhone

On Apr 14, 2020, at 7:50 AM, Rios, Rona <[riosr@samtrans.com](mailto:riosr@samtrans.com)> wrote:

Dear Mr. Wan,

Your correspondence to the Board of Directors was forwarded to me for response, they are copied on this email.

First, our sincere apologies for the delayed response – we did some review as to what may have happened to your original complaint, additionally, we wanted to review the issue regarding noise and overgrown vegetation. We found that the delay occurred because your original complaint was sent to Caltrans instead of Caltrain, so



unfortunately, we did not receive your correspondence. In regards to the overgrown areas, we forwarded this issue to our Rail Road Infrastructure Maintenance Director who stated they will review the surrounding area and handle the necessary work that falls in the Right of Way to the railroad. The noise you describe is related to the proximity of the railroad which they cannot address.

Thank you for bringing the vegetation issue to our attention, we appreciate your concerns for safety and will handle this issue accordingly.

Best Regards,

Rona Rios

Director, Customer Experience

Caltrain

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From: Dennis Wan <[dennis@dwinvestment.com](mailto:dennis@dwinvestment.com)>

Sent: Saturday, March 28, 2020 1:31 PM

To: Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>

Cc: [edna.campero@vta.org](mailto:edna.campero@vta.org); [dennis@dwinvestment.com](mailto:dennis@dwinvestment.com); [denniswan88@yahoo.com](mailto:denniswan88@yahoo.com); 'CACC' <[cacc\\_sc@yahoo.com](mailto:cacc_sc@yahoo.com)>

Subject: FW: Complaints about Noise & vibration& over grown vegetation

Dear Board Directors or Concern Parties,.

I contacted different agencies, for a couple of years. but cannot reach the legal owner of the property along the Cal Train tracks along the

2000 block of Main Street, Santa Clara, CA. 95050.

I owned the property on 21 [REDACTED] Main Street, Santa Clara, CA. 95050.

Trains pass by throughout the day and night, create noise and vibrations that shake the house and windows.

Also the bushes and branches create a Fire Hazard along the fence.

The agencies I contacted ( PG & E, City of Santa Clara, County, VTA, Caltran) but nothing was done or follow up.

Enclosed was the response from Cal Train in Nov. 2019, but no further action or correspondence.

Alos, Ms Edna Campero from VTA emailed me name of the legal owner : PCJPB, but no address or contact person.

Can you direct this request to the right party that can help with the situation.

Your help is much appreciated.

Submitted by :

Dennis Wan,

Contact information:

[denniswan88@yahoo.com](mailto:denniswan88@yahoo.com)<<mailto:denniswan88@yahoo.com>>

cell: 408-667-3070

OR,

Chinese American Chamber of Commerce of Santa Clara.

2021 The Alameda, #130,

San Jose, CA. 95126

408-984-6686

408-984883 fax

[cacc\\_sc@yahoo.com](mailto:cacc_sc@yahoo.com)<[mailto:cacc\\_sc@yahoo.com](mailto:cacc_sc@yahoo.com)>

**From:** [aleta.dupree](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Public comment  
**Date:** Wednesday, April 15, 2020 11:27:38 AM

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Secretary Seamans, with thanks, please forward to the JPB Board in your next regular distribution of correspondence, and enter and post into the public record.

Greetings Board Chair Dave Pine and Members.

Aleta Dupree here for the record.

Today I speak to you with my miscellaneous comments concerning Caltrain.

Much has changed since my last letter to you, and these are challenging times. I am not here in the Bay Area, but I am fortunate to still be connected with you through this Public Comment Process.

Ridership is definitely down, way down, so is Fare Revenue. I do advocate though that in some way Caltrain needs to stay in business. It is a lifeline, and in this densely populated corridor that is the Peninsula, a relevant and timely way to travel.

I am looking forward to the reports of the progress on the electrification project. Recently we completed the last scheduled period of electrification work on the tunnels. I look forward to future updates on this project from Mr Funghi.

Foundations of course are most important to me. I do get the weekly construction advisories, every Friday afternoon. I am aware of the challenges of setting foundations. I see we are continuing the work of locating underground utilities, it is indeed a necessary part of this process.

Mobile Ticketing seems to be moving along nicely, Clipper is the ideal, especially for our repeat customers. I think it's important to continue to promote Clipper and the mobile application with the goal of reducing the more expensive to service TVM product, and reduce cash taken in on the system.

Caltrain is a leader in the area of railroad ticketing. In my various travels last summer I have been on several railroads where tickets were sold on board, in some cases only for cash payment. Now in this crisis some have moved away from that. We have already been doing this for years. I have always been supportive of the more efficient and user friendly method of ticketing using off board methods exclusively, and others are surely seeing our example.

In looking at the financial reports it looks like we are moving some more of our money into higher interest rate paying accounts. Every bit of earnings indeed counts for us.

Safety above all. It is important that we keep that in mind as the work on this railroad progresses. Construction is indeed an essential activity, I believe we can continue the work, always keeping the CDC protocols first and foremost in our minds.

It is important to continue innovating with these new platforms for conducting our Public Meetings. It's a learning curve for all of us, myself included. These recent changes to the Brown Act are helping me to stay engaged with you in these trying times.

And so it goes.

Stay the course.

Safety Above All.

People First, Mission Always.

Thank you.

**From:** [Roland Lebrun](#)  
**To:** [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])  
**Cc:** [Board \(@caltrain.com\)](#); [SFCTA Board of Supervisors](#); [SFCTA CAC](#); [VTA Board Secretary](#); [MTC-ABAG](#)  
**Subject:** Caltrain CAC item 8 Staff report  
**Date:** Wednesday, April 15, 2020 4:36:03 PM

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**This item is in the packet but missing from the agenda**

Through the Chair :

Why is the San Mateo County Transit District spending \$200M on new crossings at 28th and 31st Avenues in San Mateo while CLOSING existing crossings at Napoleon and Quint Street in District 10 in San Francisco?

**From:** Bay Area Transportation Working Group <cautn1=aol.com@vrmailer3.com>  
**Sent:** Wednesday, April 15, 2020 7:18 PM  
**To:** Board (@caltrain.com)  
**Subject:** BATWG Newsletter - April 2020



## Bay Area Transportation Working Group (BATWG)

**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 [www.batwgblog.com](http://www.batwgblog.com).

**BATWG** meetings 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). To participate by telephone call 712-775-7031 and, when prompted, enter 791318 and announce yourself. Dues are \$40 a year, with discounts for seniors and students. To pay dues or otherwise contribute, go to [www.batwgblog.com](http://www.batwgblog.com) and click on the donate button, or mail a check to BATWG, 3001 Ashbrook Court, Oakland, CA 94601.

## BATWG Newsletter

Issue No. 24, April 14, 2020

### BATWG's Survey of BART Riders Ongoing

April 14, 2020

Because of COVID-19 we are no longer passing out survey notices at BART stations. However you can still take the survey, from home.

If you are or were a BART rider think back to how things were before the current crisis. Were things ok? How could they have been better? You can find the survey by [clicking here](#) or going to [BATWGBlog.com](http://BATWGBlog.com) and clicking "BART Survey."

Please tell your friends and associates about the opportunity to weigh in. Anyone who is or was riding BART is eligible. And now would be a great time for BART to bear down on cleaning up its act.

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## **Transportation: Covid-19, the Aftermath**

April 14, 2020



Sooner or later things will get back to “normal.” Or will they? What will the new normal be? Will people revert to their previous practice of traveling alone even if it means more years of 3 and 4 stressful hours a day lost to commuting? It’s an open question. Some people are finding that they much prefer working at home to traveling to distant and perhaps risky offices. But is it practical to work at home? Can people be as productive? What about the small city businesses that depend upon an incoming flood of commuters every day? Who gets hurt in case many office workers are located elsewhere?

[Continue reading →](#)

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## **The Housing/Transportation Crisis: Next Steps**

April 14, 2020



**The Current Approach:** Right now everything is in an existential muddle. Some say that jamming high density housing near transit stops in established neighborhoods will solve the problem. This lunacy is based upon the false premise that putting housing near transit will by itself ease traffic. Others say that continuing to permit each town and city to set its own zoning and land use standards is the most democratic, and therefore the only way to go. And then there are those who have convinced themselves that to accommodate increasing population, the growth of the sprawling low-density suburbs should continue indefinitely. (If clogged highways and insufferably long commute times was the objective then this approach has worked brilliantly. However if there are ever to be short commute times and an easing of gridlock it will require a new and more enlightened approach.) Still others are demanding that the large corporations whose hordes of incoming employees largely caused the current mess should step up to the plate and fix it. (It has been suggested that the only time California's metropolitan highways work is during a pandemic.) Each of these approaches responds to the Bay Area's Housing/Transportation Crisis in a different way. Taken alone, none of them makes any sense and none is acceptable.

[Continue reading →](#)

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## **SMART: Where We Go From Here**

April 14, 2020

Last month BATWG wrote an article about the North Bay voter's decisive rejection of the Sonoma Marin Area Rail Transit District's (SMART's) proposal to extend its sales tax for an additional 30 years through 2059. At the time we did not foresee the worldwide economic ravages of the Coronavirus pandemic nor its devastating effects on public transportation. The Coronavirus pandemic has upended every transit system in the USA.



Like other transit providers, SMART must undertake rapid policy and operations changes to meet the new conditions. Unfortunately, as discussed last month and below, SMART's financial and rail operating circumstances were already much more in disarray than those of other Bay Area transit providers. Even before COVID there was already an overwhelming need for the District to put its financial house in order.

[Continue reading →](#)

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## **BATWG's Regional Transportation Workshop Cancelled**

April 14, 2020



The workshop was scheduled to occur at the end of May. However because of the national shutdown it was necessary to cancel the event. As soon as the coast is clear we will announce a new workshop time, place and date.

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