



JPB Board of Directors
Meeting of September 3, 2020

Correspondence as of August 28, 2020

Subject

- 1 Proposed Closure of Atherton Caltrain Station
- 2 WPLP Item 4 - Minutes
- 3 Transit Unions Blast Bay Area Coronavirus Safety Plan
- 4 Homeless Encampment

From: [Malcolm Dudley](#)
To: [Public Comment](#)
Cc: [Jim Janz](#); [Malcolm Dudley](#)
Subject: Proposed Closure of Atherton Caltrain Station
Date: Tuesday, August 25, 2020 4:16:44 PM

Peninsula Corridor Joint Powers Board

Honorable Chair and PCJPB Board Members:

The permanent closure of the Atherton Station would be a broken promise, a promise that was made by Caltrain to restore service as soon as the system was electrified. The Atherton Drop Station, then known as Fair Oaks, was the oldest train stop in the entire State of California, serving this area since 1866, a full 57 years prior to Atherton's incorporation in 1923. In 1988 a San Mateo County Expenditure Plan Committee was formed to identify projects that would be funded with the Measure "A" sales tax funds. Malcolm Dudley served on this committee and led the fight to increase Caltrain's share of the sales tax revenues from \$20 million to approximately \$500 million. Caltrain's survival depended upon receiving additional funds for capital improvements and Right-of-Way acquisition as the ten-year State of California subsidy was ending in two years. With the successful passage of this San Mateo County Measure "A" in 1988 we formed the San Mateo County Transportation Authority to administer these funds. With the sales tax funds received during the first three years we were able to acquire the Rail Right-of-Way. San Mateo County loaned funds to San Francisco County and to Santa Clara County, as their expenditure plans had not included that expenditure.

The point in reviewing this history is to demonstrate Atherton's support for Caltrain over some of the most critical times in Caltrain's history. Atherton residents supported the renewal of San Mateo County Measure "A" with a seventy one percent support for this measure. Support was based upon the promise of continued rail service at the Atherton Station. Permanent closure of our station would be a serious breach of promise made to Atherton residents. An earlier survey of Atherton residents showed overwhelming 84% support for retaining rail service at our Atherton Station. Personally we would find it hard to support the new proposed Caltrain sales tax measure if Caltrain failed to live up to its earlier commitments. Trust in our governmental institutions is particularly important at this time.

Unfortunately there has been a history of Caltrain eliminating our peak time service, apparently in an effort to eventually deny our service all together. Previously we had many school children using the Atherton Station to travel to their schools. Caltrain eliminated their train service. Atherton, working with Facebook, proposed Facebook employee service, using a shuttle between the Atherton Station and the Facebook campus. The plan involved passengers traveling between San Francisco and other stations south of San Francisco to the Atherton Station, much the way that Facebook employees travel from San Jose to California Avenue, with shuttle service to the Facebook Campus.

Additionally, Atherton residents have made a large investment in Caltrain through the sales tax funds. Based upon the 2004-02005 Caltrain Allocation (from sales tax in San Mateo County) Caltrain's allocation was estimated to be \$29,167,758 (of which \$547,770 was from Atherton residents). Over the 20-year life of this Measure "A" Atherton residents paid an estimated \$9,389,991.. If service is permanently taken from Atherton the residents would still have to continue paying this sales tax, but would no longer be served by Caltrain. Atherton would become the only city on the entire Caltrain line that received no service.

There would be major disadvantages to Atherton residents if the station were permanently closed. Atherton riders enjoy many conveniences using the Atherton Station, including unlimited parking. All other Caltrain stations limit parking to twenty-four hours, with cars towed away at the end of the twenty-four hour period.

Jim Janz and Malcolm Dudley, both former Atherton Mayors. Both have worked on Caltrain issues for many years. Malcolm served on the Expenditure Plan Committee and chaired the San Mateo County

transportation Authority. We both strongly support restoration of Atherton rail service. It would be hard for voters to trust an organization that could not be trusted to honor its commitments.

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, August 26, 2020 1:57 PM
To: Public Comment <PublicComment@samtrans.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: WPLP item 4 Minutes

Please amend the Minutes of July 22, 2020 (page 2) as follows:

"*running double line trains without doubling train traffic*" should read
"running double-length trains instead of doubling train traffic"

Thank You.

Roland Lebrun

From: Seamans, Dora
Sent: Wednesday, August 26, 2020 3:08 PM
To: 'ccss@msn.com' <ccss@msn.com>
Cc: Wong, Shirley <WongSh@samtrans.com>
Subject: Noted RE: FYI FW: WPLP item 4 Minutes

Dear Mr. Le Brun – we did receive your email and I believe we can make that “administrative” change.

Best,

Dora

From: Board (@caltrain.com)
Sent: Wednesday, August 26, 2020 3:28 PM
To: ccss@msn.com
Cc: Wong, Shirley <WongSh@samtrans.com>
Subject: RE: Noted RE: FYI FW: WPLP item 4 Minutes

Hello – to clarify, your email was forwarded to the WPLP Committee Members at 2:10 pm today. As per my earlier email, I believe we can make that correction as an “administrative” change.

Best,

Dora

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [VTA Board Secretary](#); [SFCTA Board Secretary](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Transit unions blast looser Bay Area coronavirus safety plan
Date: Thursday, August 27, 2020 11:43:55 AM

Dear Caltrain Board,

Further to Mr. Seamus Murphy's presentation to yesterday's WPLP committee <https://www.caltrain.com/Assets/2020-08-26+WPLP+Committee+draft+Agenda+-+redlined.pdf> and my subsequent remarks, I encourage you to learn more about what actually happened during yesterday morning's MTC Commission meeting

Representatives from several transit employee unions lambasted the plan and the commission for [recommending](#) only 3-foot distancing between passengers as opposed to 6 feet, and for not mandating stricter measures.

James Lindsay, vice president of the Amalgamated Transit Union International, called the plan "outrageous" and said that five union members in California have died of COVID-19 in the past two months.

"Expect that we are going to turn around and we will fight every transit agency that decides to implement this plan and we will fight you," Lindsay told the commission. "And under our contracts, we have the right to shut the service down because of safety. Guaranteed that will happen."

Unions and transportation agencies called for the plan to include stronger measures such as specific passenger limits; supplying masks to all passengers; installing hand sanitizer in vehicles; hazard pay for employees; and stronger enforcement against agencies that do not adhere to the guidelines.

Several union representatives said the MTC's stance of not being a health and safety enforcer is shirking its responsibility to protect transit workers and employees.

"We refuse to continue to be your test subjects," said Yvonne Williams, president of the Amalgamated Transit Union Local 192 in Oakland.

<https://www.marinij.com/2020/08/26/transit-unions-blast-looser-bay-area-coronavirus-safety-plan/>

Sincerely,

Roland Lebrun

CC

VTA Board of Directors

SFCTA Commissioners
SFCTA CAC
Caltrain CAC

From: shawn felix <shawnfelix@yahoo.com>
Sent: Friday, August 28, 2020 12:57 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: homeless encampment on the 880/4/680 corridor

Dear board of directors:

I just spoke to the Martinez police department, regarding the homeless encampment, which has been getting larger by the day and going on for the past 4 months.

Apparently, the efforts by both the Martinez and Concord police station have not been resolved.

This encampment is not only a fire hazard, but not acceptable to see in our community.

Please contact me at

shawn Felix-Bakiev
925-383-8203
501 Midway Ct.
Martinez, CA 94553

From: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Sent: Friday, August 28, 2020 2:51 PM
To: shawn felix <shawnfelix@yahoo.com>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: RE: homeless encampment on the 880/4/680 corridor

Dear Mr. Felix-Bakiev – this email is to acknowledge receipt of your email. We believe this may have been mistakenly sent to the Peninsula Corridor Joint Powers Board for Caltrain. Please note that Caltrain does not operate in the East Bay and staff respectfully recommends that you may wish to contact Caltrans directly instead.

Thank you,

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com