



JPB Board of Directors
Meeting of October 1, 2020

Correspondence as of September 11, 2020

Subject

- 1 Closure of Atherton Caltrain Station
- 2 San Francisco to San Jose draft EIR/EIS Comments
- 3 09-10-2020 SB 288 Letter to Governor

From: [Malcolm Dudley](#)
To: [Public Comment](#)
Cc: [Rick DeGolia](#); [Cary Wiest](#)
Subject: Failed to be recognized in today's public hearing on Closure of Atherton Caltrain Station
Date: Thursday, September 3, 2020 10:14:10 PM

Please pass to Board Members.

I was not successful in my attempt to speak today, therefore I want to pass along my comments concerning this important issue. Presumably you have read my earlier email comments. Having spent years working in support of our Caltrain system, I am very disappointed in the dishonesty and the way Caltrain has treated Atherton. During the twenty four years I served on the Atherton City Council, and many years serving on many regional bodies, including the San Mateo County Transportation Authority, San Mateo County Lafco, Regional Planning and Airport Land Use, etc I always felt it was important to earn the public trust, to be honest in our efforts to serve the public. Unfortunately that has not happened in how Caltrain has treated Atherton. Having chaired the San Mateo County Transportation Authority in its earliest years, and on the San Mateo County Measure "A" expenditure plan committee that created the TA, I had the opportunity to work with and know those who worked on the Caltrain projects we funded. The first Measure "A" proposal was a fifteen year plan that allocated only \$20 million for Caltrain over the fifteen year life of this measure. Caltrain did not own the rail right-of-way and needed funding for critical capital improvements. Without additional funds the future was uncertain. The vote on that measure was 6 to 1, where I was the sole negative vote. The future for Caltrain depended upon receiving significantly more funds. I worked to get a majority of cities to vote against that proposal, with the commitment to come back with a balanced transportation measure. The majority of cities agreed with us and voted down the first measure. We then created a new Measure "A", making Caltrain the number one priority, with approximately \$500 million over a twenty year period. With the voter passage of that message we were able to purchase the rail right-of-way within three years of passing the sales tax measure

The dishonesty followed the period I served on the San Mateo County Transportation Authority. There was a deliberate effort to reduce the Atherton Station ridership. The first steps were to cut out our peak hour service, which among other things, eliminated all of the school children riders. When we complained about losing our most important stops we were told that it could have been much worse as there were staff people who were out to cut out all service at our station. There were other events that negatively impacted Atherton service, but the explanations were not honest. When the staff eliminated all weekday service we were promised that our service would be restored upon completion of the electrification. In order to persuade the town to agree to permanent closure Caltrain offers to eliminate the hold out and to install Watkins Avenue quad gates. Again this is dishonest. I was a part of the expenditure plan committee that prioritized capital improvements, which included both of these items. Offering a path from the Atherton Station to the Menlo Park station makes no sense for older passengers. It makes no more sense than the shuttle that ran between the Atherton Station and the Redwood City Station, which lasted a very short time. People were not going to the Atherton Station, parking their car, waiting for a shuttle, then waiting to catch a Redwood City train.

In an earlier survey of Atherton residents over eighty percent were in favor of maintaining Atherton rail service. They supported renewal of Measure "A" with 71% of the vote, based upon the continuance of Atherton train service. Atherton residents have paid about \$500,000 annually in sales tax, and would have to continue paying these taxes, while receiving no service. With the broken promises there certainly would be a loss of trust in Caltrain, and therefore not likely to support any new tax, while receiving no service. I would certainly oppose any new tax until earlier promises were honored. I have opposed, successfully, the earlier measure that provided very little for Caltrain, then worked to pass a new measure more favorable to Caltrain. If Caltrain does not honor its promise to honor past promises I will have no choice but to work against passage of an additional tax. Public trust depends upon having trust in our government, something that needs to be earned.

Malcolm Dudley, former mayor and former chair of the SMCTA. . . .

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, September 9, 2020 12:27 AM
To: CHSRA Board
Cc: san.francisco_san.jose@hsr.ca.gov; Board (@caltrain.com); MTC Info; SFCTA Board Secretary; CouncilMembers@brisbaneca.org; rhober@ci.millbrae.ca.us; aschneider@ci.millbrae.ca.us; aoliva@ci.millbrae.ca.us; gpapan@ci.millbrae.ca.us; waynejlee@ci.millbrae.ca.us; GRP-City Council; cacsecretary [@caltrain.com]; SFCTA CAC; TIPA CAC; VTA Board Secretary
Subject: San Francisco to San Jose draft EIR/EIS comments
Attachments: December 2015 DTX SEIR comments.pdf

Dear Chair Richards and Board members,

Thank you for the opportunity to comment on the San Francisco to San Jose draft EIR.

LEGAL ISSUES

Before getting into specific areas of concern with the proposed project, I appreciate the opportunity to highlight how the draft EIR violates two specific sections of Prop1A as codified in Streets and Highways code section 2704

https://www.easylookup.com/California-Law/Streets-and-Highways-Code/para-4533/easylookup.blp?data=STREETS&sidfw=&site=EASY&print=&p_start=178&p_end=183&p_para=4533&p_epara=4644&displayer=YES&site=EASY&stype=P&sterm=+&smode=AND&sexact=ON&spon=

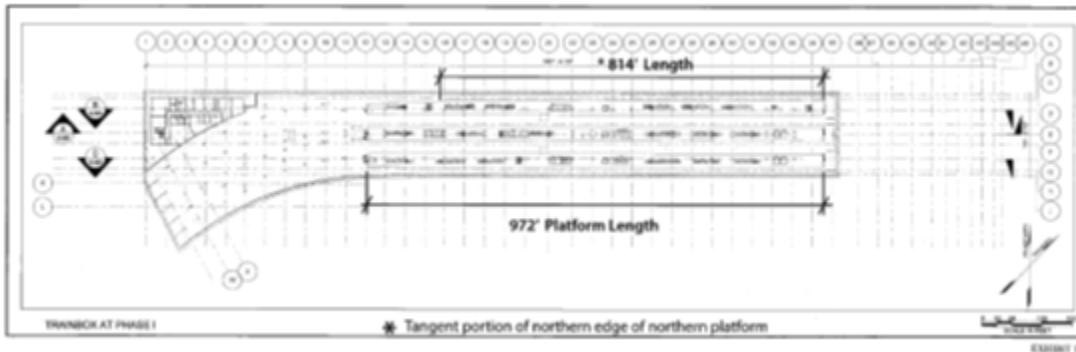
- 1) The DEIR proposes to connect the San Jose Diridon station to the existing 4th & King railyard in San Francisco instead of the Transbay terminal as codified in Streets & Highways code Section 2704.04(a)
*"It is the intent of the Legislature by enacting this chapter and of the people of California by approving the bond measure pursuant to this chapter to **initiate the construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim**"*
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2704.04.
- 2) The DEIR proposes to connect San Jose to San Francisco in 48 minutes instead of 30 minutes as codified in Streets & Highways code Section 2704.09(b)(3)
*"**San Francisco-San Jose: 30 minutes.**"*
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC§ionNum=2704.09

OTHER ISSUES

Moving on to other areas of concern, please consider the following alternatives:

- 1) **There is no need for 100-foot communication towers** every 2-3 miles in the Caltrain right of way because high speed trains are supposed to switch to Union Pacific/Caltrain's I-ETMS signaling system as they transition from the dedicated high-speed line to the Union Pacific right of way south of Gilroy.

- 2) **There will be no need for a maintenance facility in Brisbane** after the Transbay terminal is connected to the East Bay because the former Amtrak maintenance facility in Oakland can be repurposed to accommodate HSR maintenance requirements.
- 3) **Transbay platforms are 400 feet too short** to accommodate 400-meter (1,312 feet) high speed trains. Please refer to the attached DTX SEIR comments for additional information and solutions.



- 4) **There is no need for passing tracks in Millbrae** if every train stops at Millbrae. Please refer to TECHNICAL MEMORANDUM 4.1.1 *Justification for Two-Track Station Configuration* (top of page 2)
" Assuming a one to two minute dwell time at the intermediate station(s) and all HST providing local stop service (at this station) along this segment of corridor, there is no need for a second track in each direction (total of four tracks; two mainline and two station siding tracks) at the station that would allow for overtakes because with this operating plan, there are no overtakes."
http://www.hsr.ca.gov/docs/programs/eir_memos/Proj_Guidelines_TM4_1_1R00.pdf
- 5) **The Final EIR should consider eliminating passing tracks through Redwood City** by adding a mid-peninsula high-speed rail station at Redwood Junction with a Dumbarton connection modeled after High Speed One (HS1)'s Ebbsfleet International station.
- 6) There will be no surface parking at Diridon (all parking will be underground).
- 7) **Intrusion detection is mandatory with quad gates** to stop vehicles getting trapped between the entry and exit gates but there is nothing in California statute (CPUC) that mandates that intrusion detection should interface with the signaling system to stop an approaching train (even though such a feature is highly desirable).
- 8) Last but not least, given that the Authority does not plan on operating trains at speeds in excess of 125 MPH between San Jose and San Francisco, **there is nothing in statute that grants the Authority exclusivity for environmental clearance in the Caltrain right of way:**
"nothing in this subdivision precludes other local, regional, or state agencies from exercising powers provided by law with regard to planning or operating, or both, passenger rail service."
https://california.public.law/codes/ca_pub_util_code_section_185032

Sincerely,

Roland Lebrun

CC

Caltrain Board
MTC Commissioners
SFCTA Commissioners
VTA Board of Directors
Brisbane City Council
Millbrae City Council
Redwood City Council
Caltrain CAC
SFCTA CAC
TJPA CAC

Roland Lebrun
ccss@msn.com
February 29, 2016

2015 DTX draft SEIR

Dear Mr. Boule,

Thank you for the opportunity to comment on the 2015 Caltrain Downtown Extension draft SEIR.

My comments pertain to the following aspects of the project:

- Train box extension design conflict with SB916 (no Transbay connection to the East Bay)
- Widened throat structure impacts and costs
- Lengthy, risky and prohibitively expensive sequential mining tunnel construction
- Fourth and Townsend underground station location
- Unnecessary 7th Street tunnel stub box proposal
- Turnback track impacts on 16th Street grade crossing gate down time
- Alignment conflict with AB3034 (Diridon to Transbay in 30 minutes)

Each comment is followed by a recommendation for an alternative to be studied in the final SEIR.

Thank you in advance for your consideration.


Roland Lebrun

CC

Metropolitan Transportation Commission Board of Directors
SFCTA Board of Directors
Caltrain Board of Directors
California High Speed Rail Authority Board of Directors
SFCTA Citizens Advisory Committee
Caltrain Citizens Advisory Committee

1) Train Box Extension

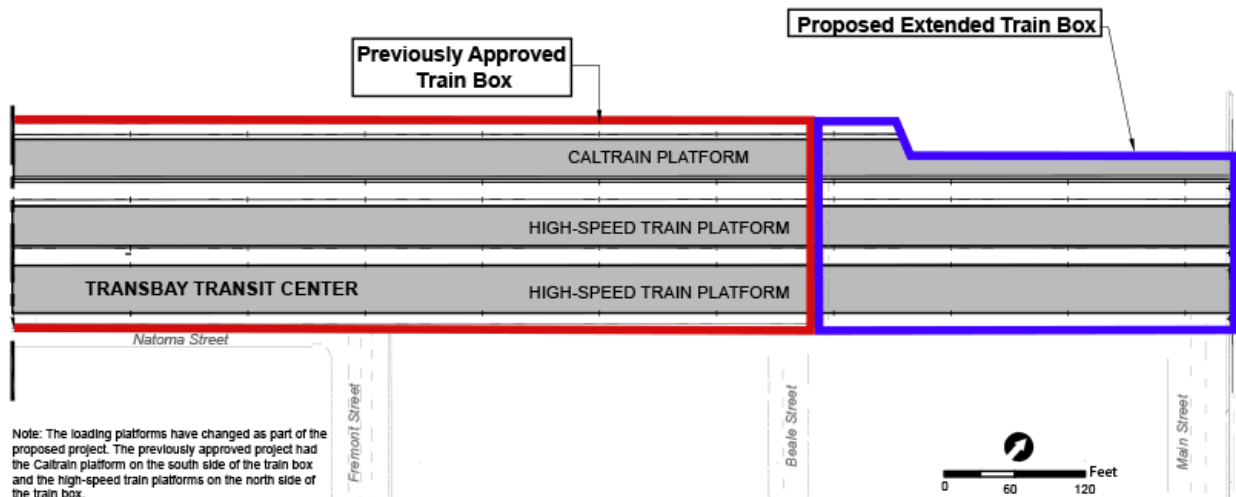
- The train box extension design violates SB916 (2003) codified in Streets & Highways Codes section 30914(22) (<http://law.justia.com/codes/california/2011/shc/division-17/30910-30922/30914>) by failing to provide any kind of engineering solution for a future East Bay extension



TJPA Mandates

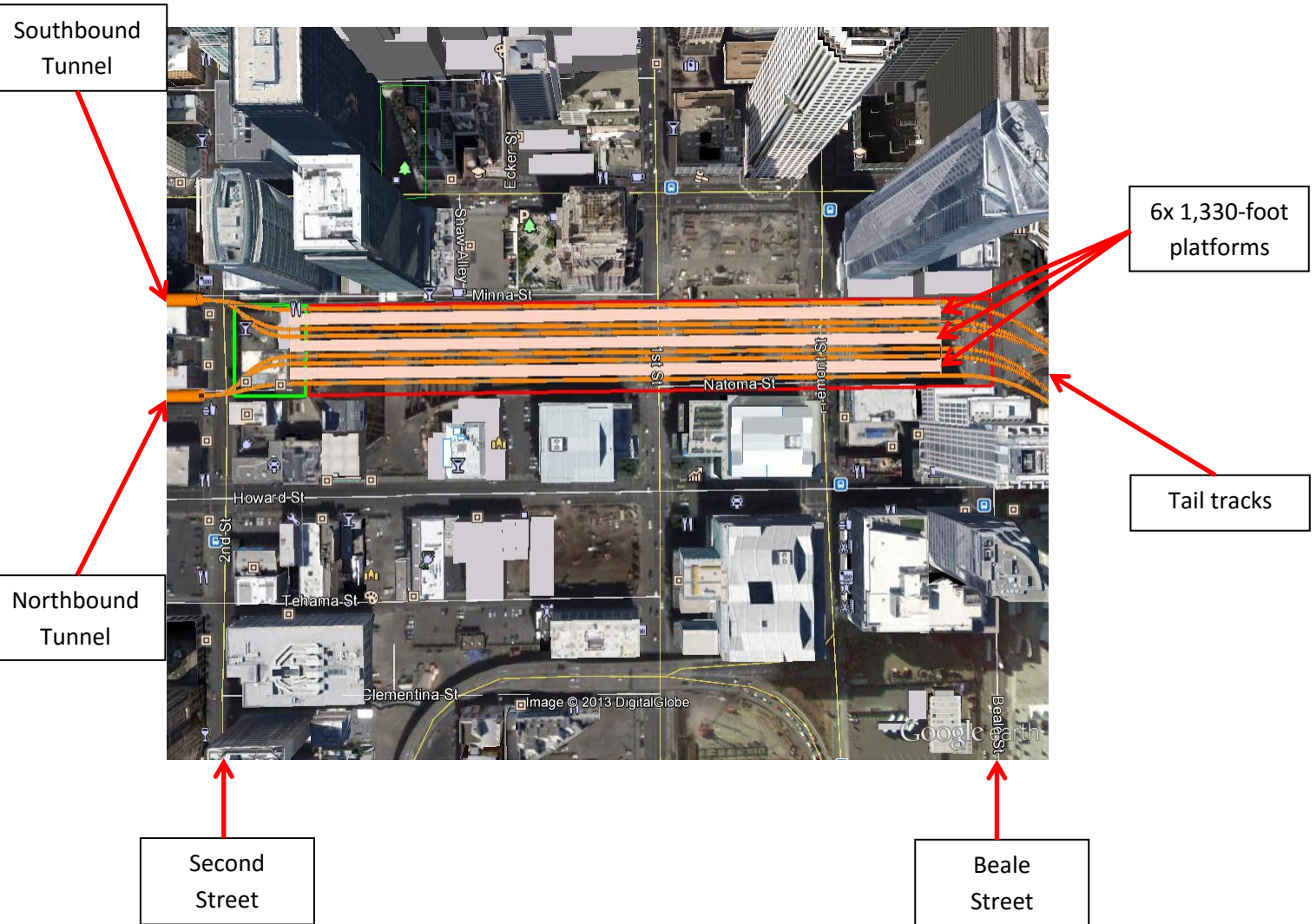
- Regional Measure 2 - Senate Bill 916 : Oct. 03
 - Regional, Local & Intercity Bus
 - Caltrain Downtown Extension
 - Accommodate Future HSR
 - Accommodate Eventual East Bay Extension
- Assembly Bill 812: July 03
(Public Resources Code – Addresses National Register of Historic Places)
 - Allows Demolition of Transbay Terminal for construction of TTC to serve Caltrain & HSR

- The proposed Caltrain storage is insufficient to enable Caltrain to vacate the 4th & King railyard until after relocation to Oakland.

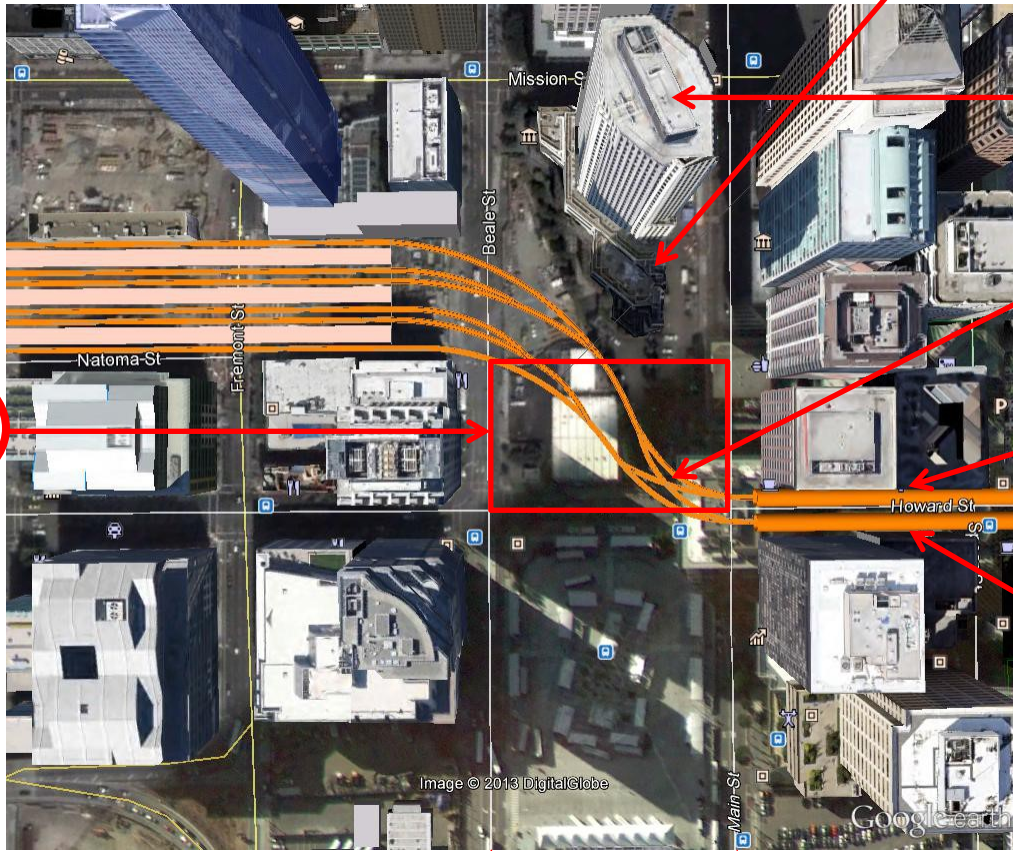


Recommendation #1

The SEIR should consider an alternate DTX alignment which would enable platform lengthening by extending the train box one block west (towards 2nd Street) while simultaneously providing a viable connection to a Transbay tunnel. This alignment would also eliminate conflicts with the 201 Mission building and enable a 6th full-length through platform (total 3 eastbound and 3 westbound platforms).



This alignment would eliminate the need to demolish the 201 Mission podium structure.



Potential
Block 5
conflict

201 Mission

Crossover

Interim Train
storage

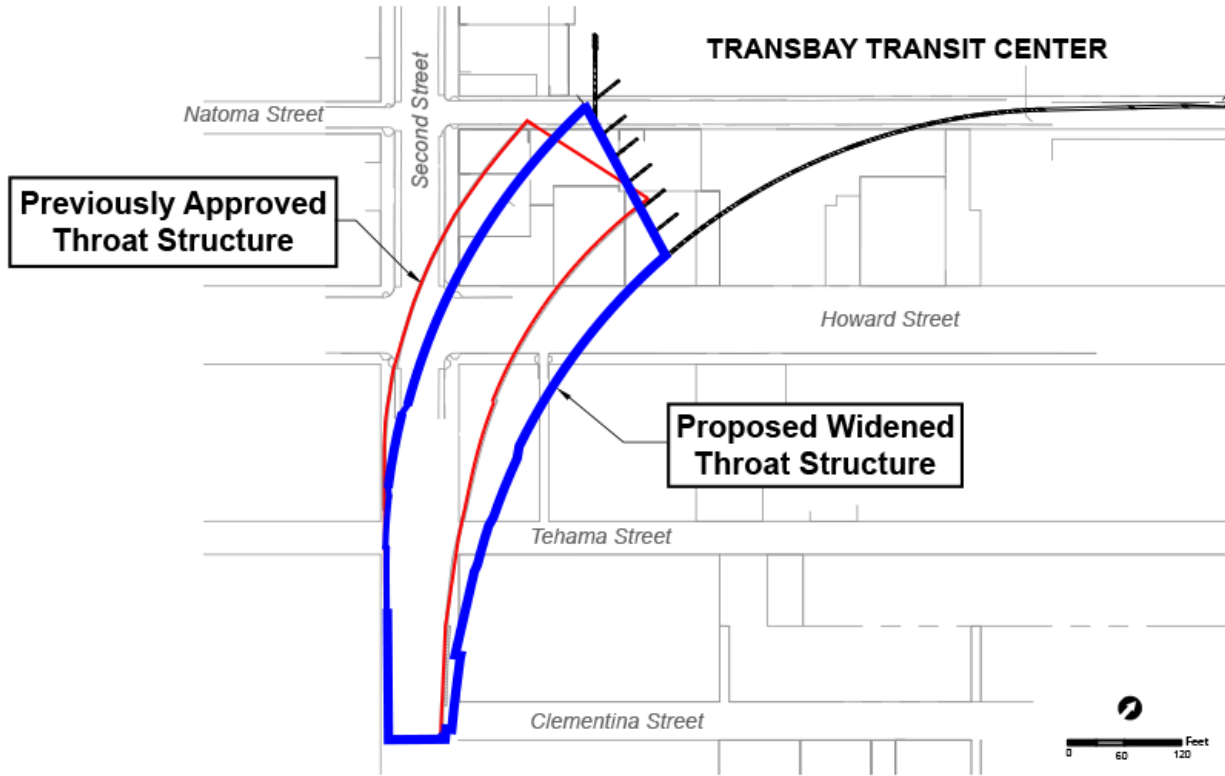
Future
Transbay
tunnel

Beale Street

Main Street

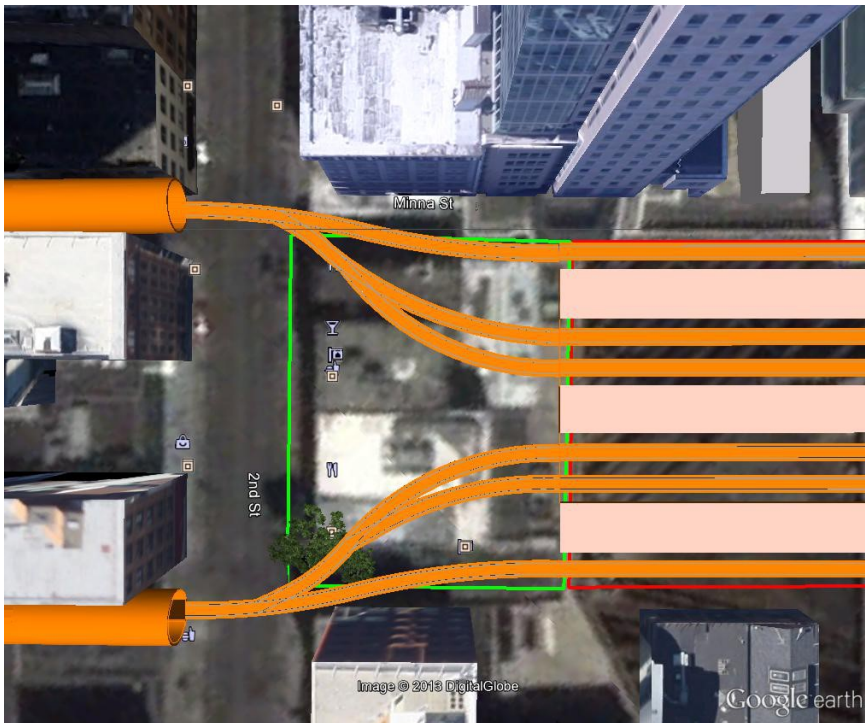
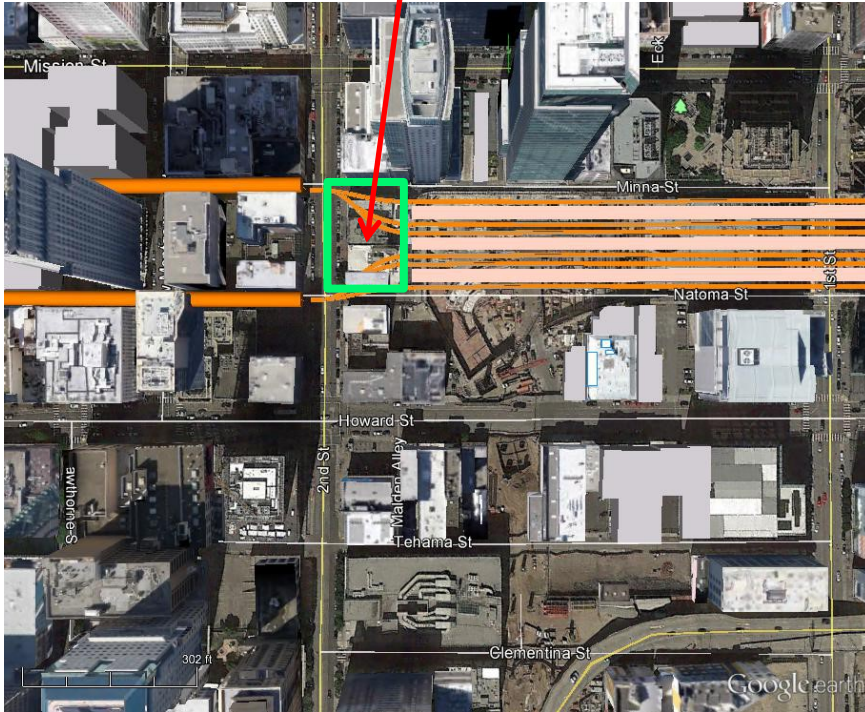
2) Widened throat structure

The SEIR proposes a widened approach to the Transbay Center train box via a massive cut & cover structure that will impact numerous properties as far south as Clementina Street. Construction costs are expected to run into the hundreds of millions and will result in massive circulation and noise impacts on the adjacent neighborhoods for many years.



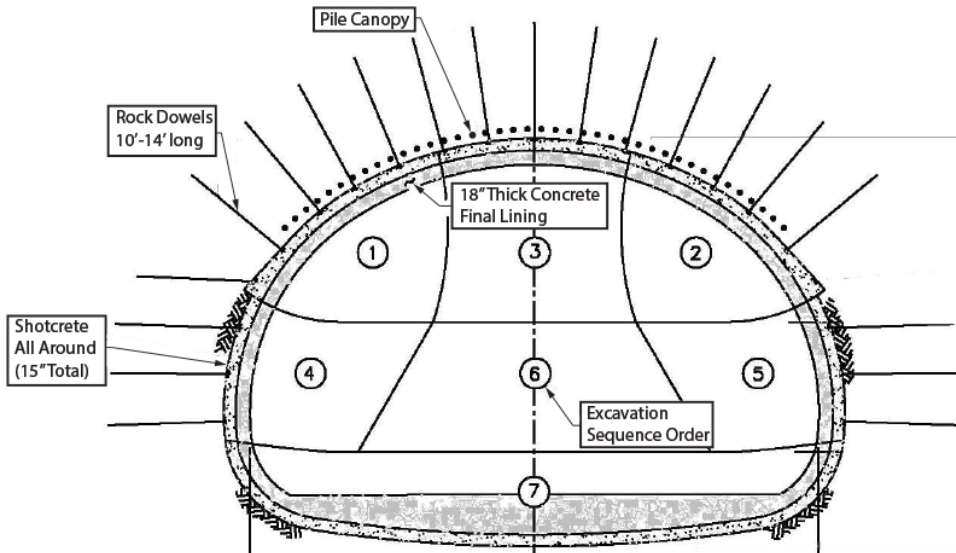
Recommendation #2

The SEIR should consider an alternate DTX alignment and construction technique that would limit impacts to a small number of buildings on 2nd Street between Minna and Natoma. There would be no additional surface impacts in SOMA north of Townsend.



3) Tunnel design

The current DTX design contemplates the construction of a 3-track sequentially excavated tunnel without any apparent plans for the evacuation of a train travelling on the middle track. This is of particular concern with High Speed trains which have a single door per carriage.

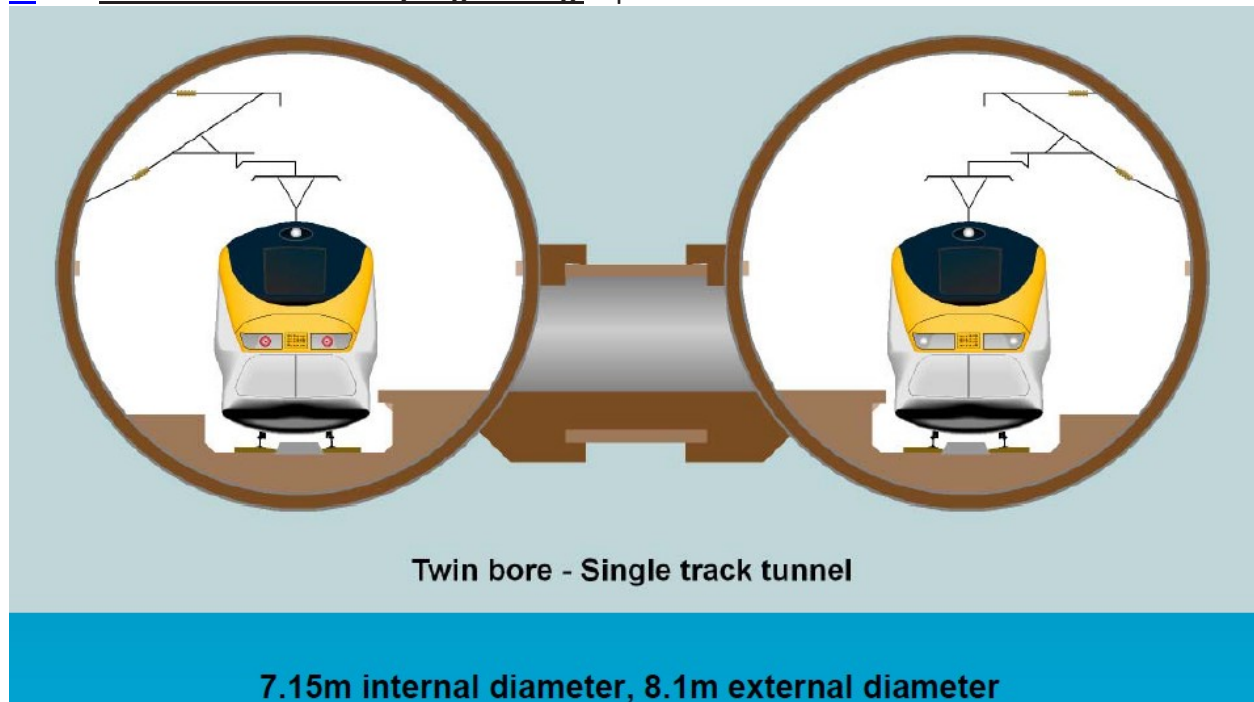


Recommendation #3

The SEIR should consider a twin-bore tunnel design with cross-passages for emergency evacuation (similar to the Central Subway) and a ventilation system designed to eliminate any requirement for vent/evacuation structures north of Townsend.

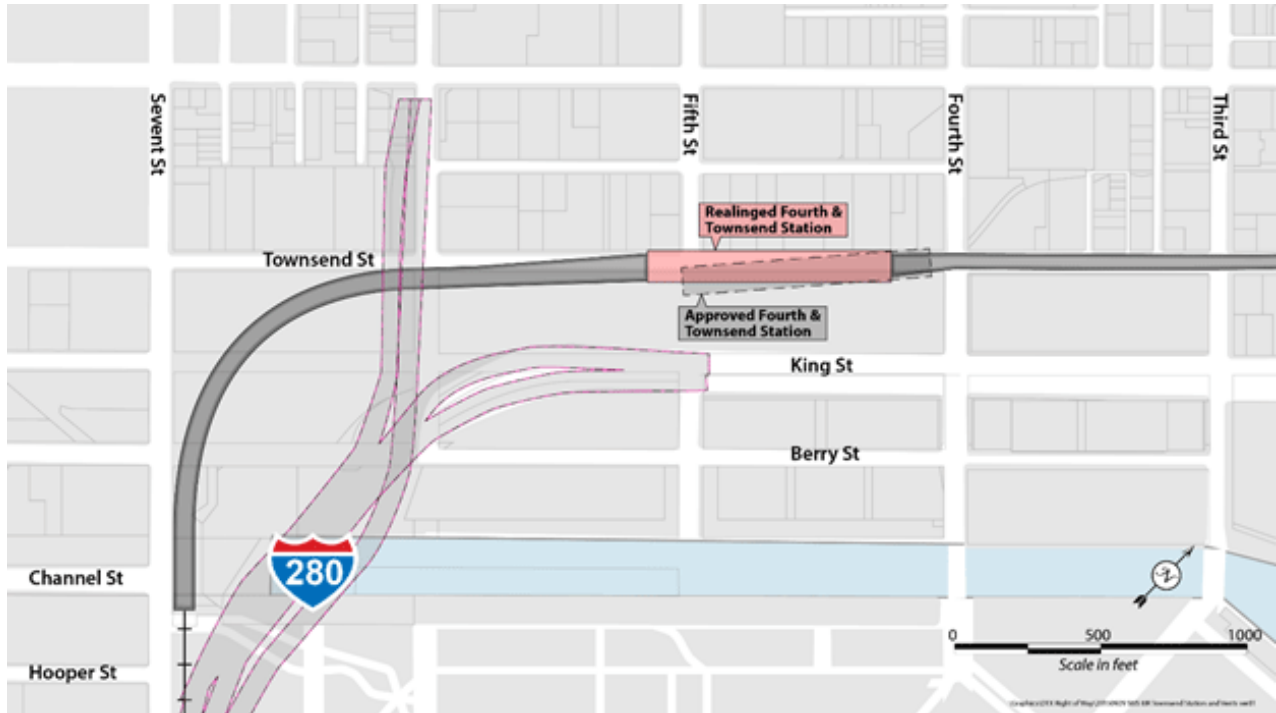
Please refer to Appendix A (Tunneling Studies) in the HS2 Final Report

http://www.railwaysarchive.co.uk/documents/HS2_RouteEngineeringStudyAppendices_2010.pdf and **Section A1.4 Fire Safety Engineering** in particular for additional information.



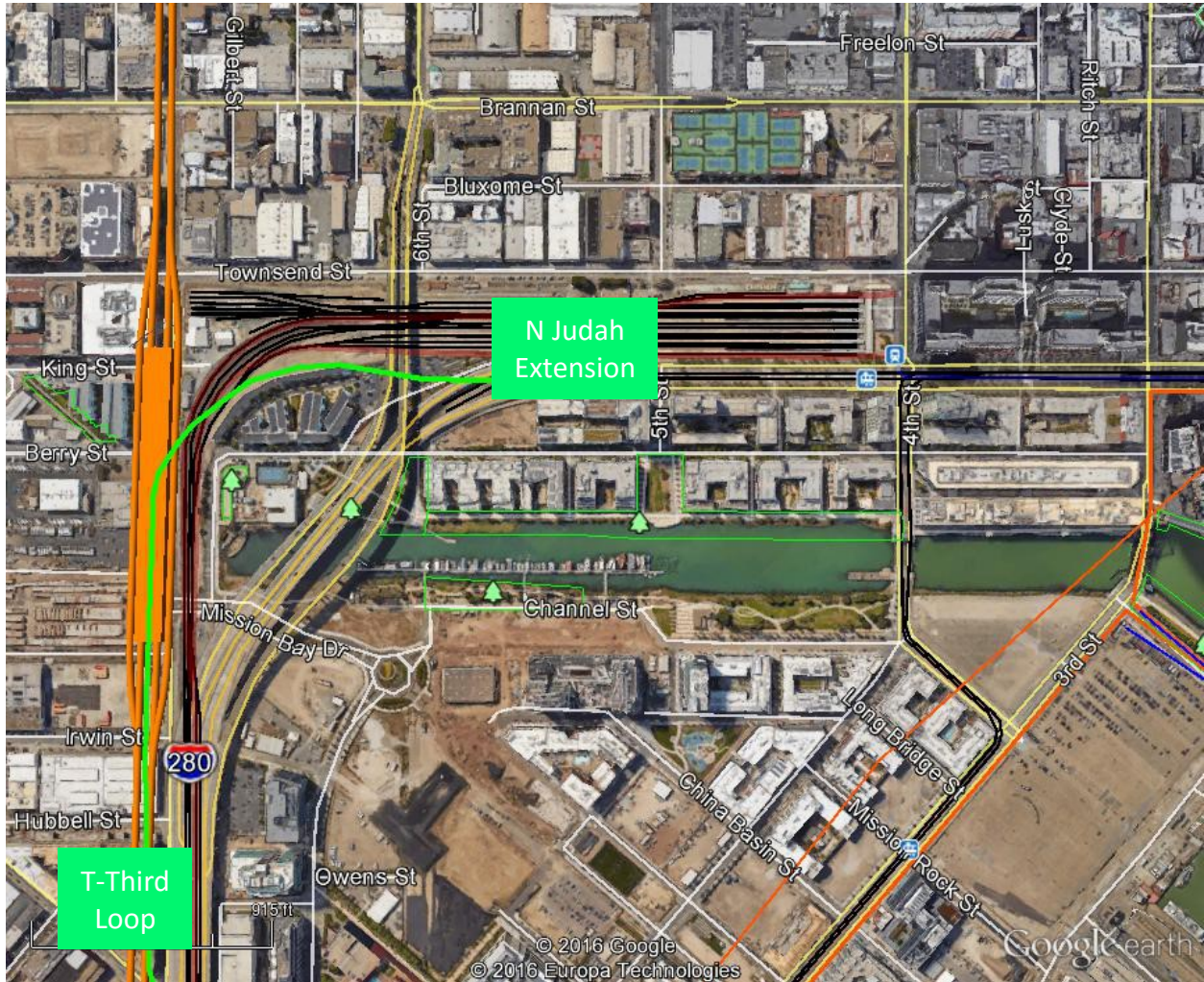
4) Fourth and Townsend Underground Station location

It is unclear how a relocated Caltrain station on Townsend could possibly accommodate the ridership demand from Mission Bay including UCSF, AT&T Park and the proposed Warriors Arena.



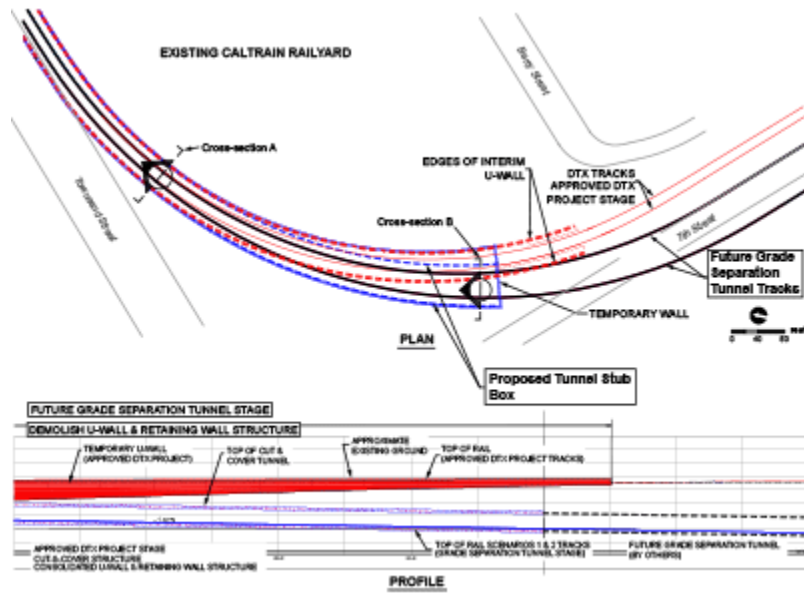
Recommendation #4

The SEIR should consider relocating the Townsend station to 7th Street and providing connectivity to the Central Subway via an extension of the N line connecting to the Mission Bay loop via 16th Street. This station should be designed to accommodate the Grand Boulevard at a later date.

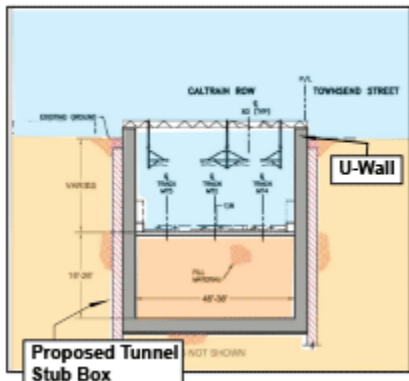


5) 7th Street Tunnel Stub Box

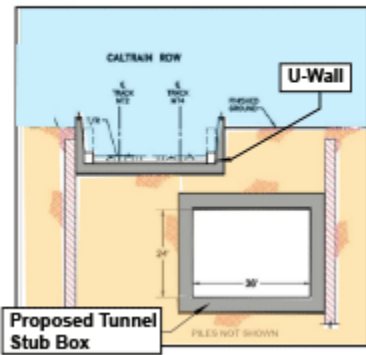
The SEIR proposes to terminate the DTX on 7th Street with a “tunnel stub box” designed to accommodate a future 16th Street grade separation.



Cross-Section A

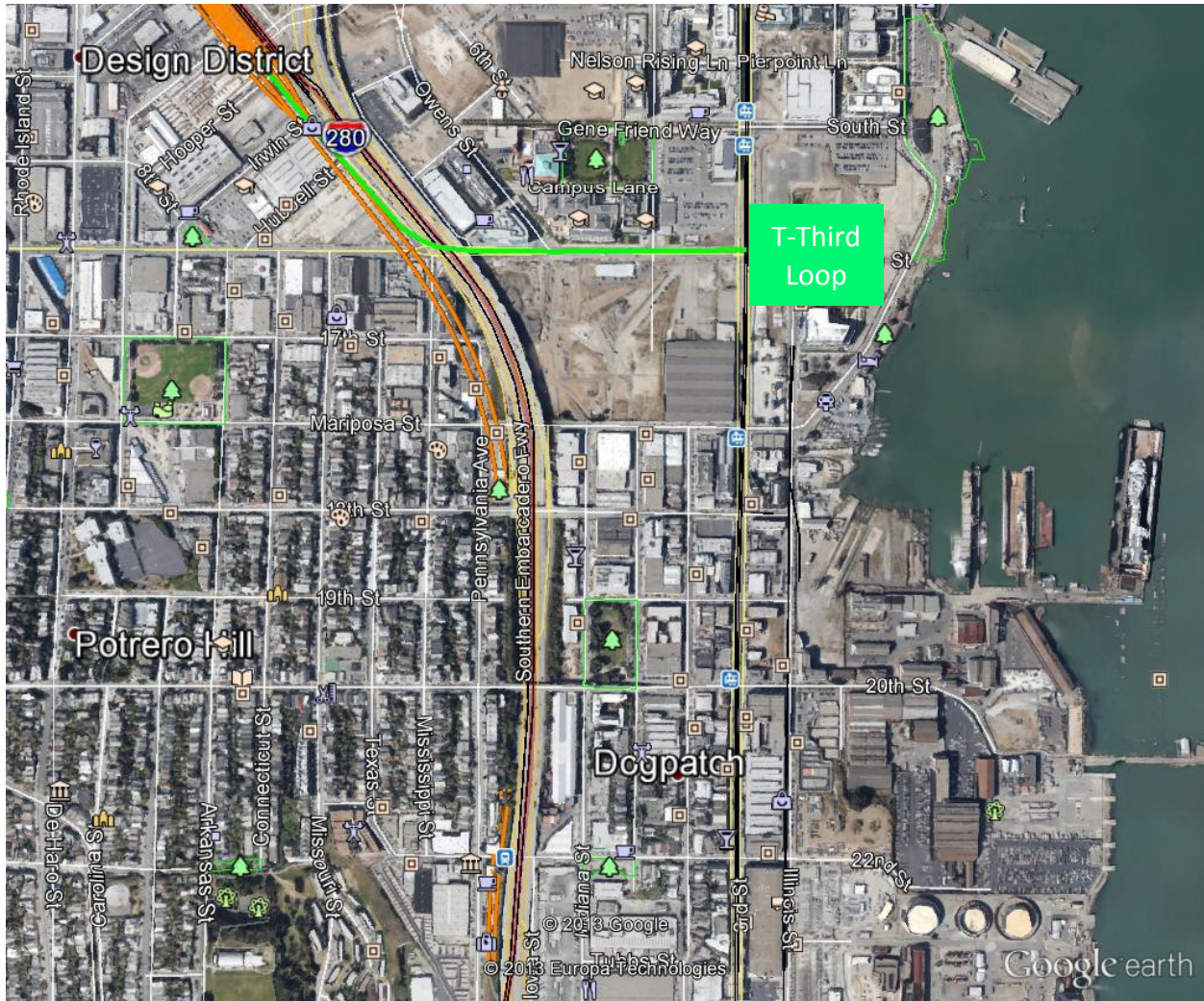


Cross-Section B



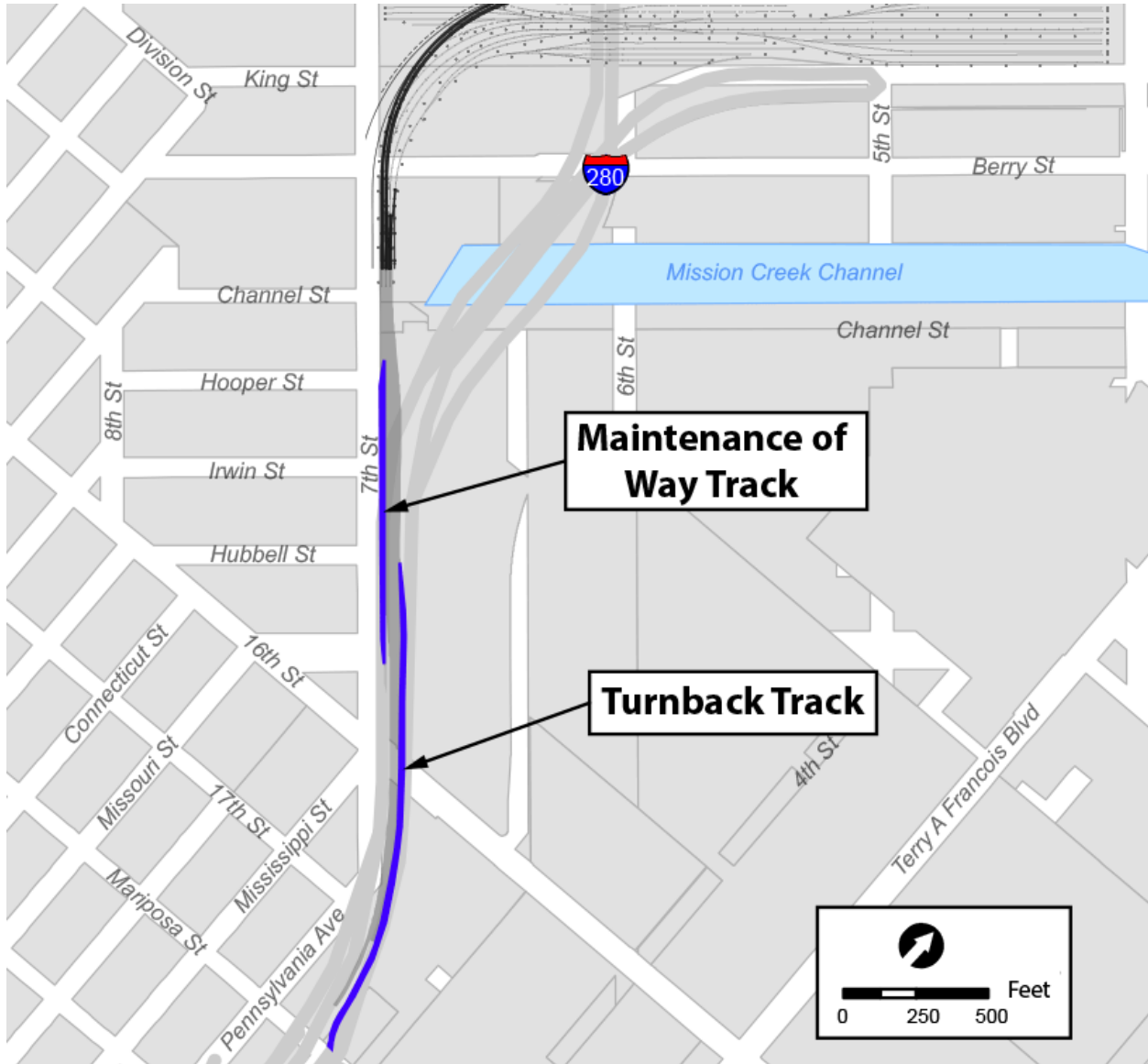
Recommendation #5

The SEIR should consider a direct connection to the Planning Department's Pennsylvania Avenue RAB study alternative. This would achieve 16th Street Grade separation as soon as Caltrain operations are relocated to the Transbay terminal and would save hundreds of millions by eliminating cut & cover structures @ 7th & Townsend



6) Turnback Track impacts on 16th Street grade crossing

The SEIR proposes the addition of two additional tracks on 7th Street, including a turnback track across 16th Street, thereby increasing gate downtime for each train crossing by an additional 10 seconds (10 minutes per day).



Recommendation #6

The SEIR should consider a direct connection to the planning department's Pennsylvania Avenue alternative (see recommendation #5 above) and turn trains around further south. The SEIR should also consider the abandoned tunnel #1 for storage.

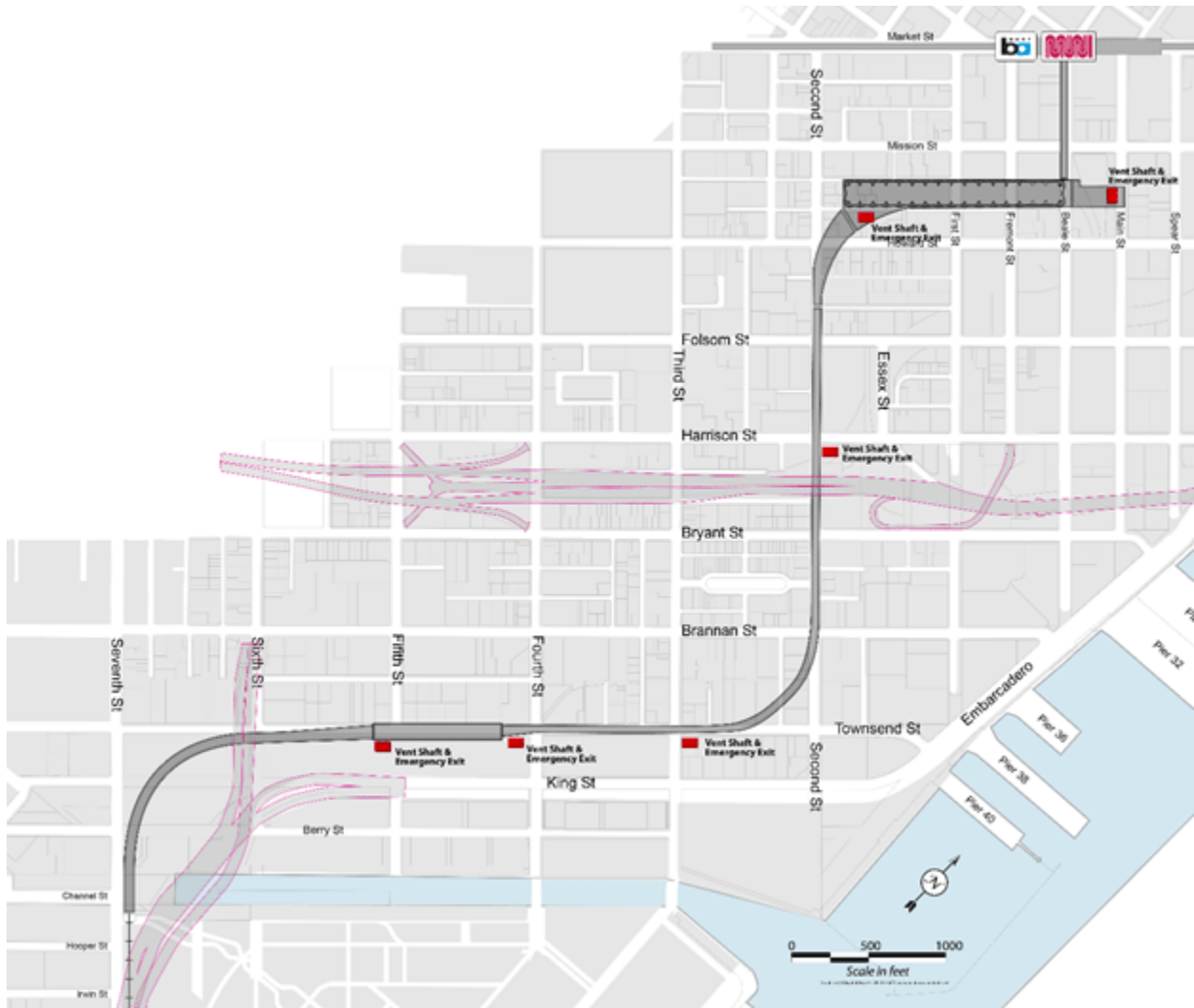
7) Alignment conflict with AB3034 (San Jose to Transbay in 30 minutes)

The current DTX alignment consists of 3 sharp curves each with a maximum speed of 25 MPH which extend the travel time between 7th Street and the Transbay Terminal by an additional 3 minutes.

This alignment conflicts with AB3034 (2007) codified in Streets & Highways code section 2704.09(b) <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

“Maximum nonstop service travel times for each corridor that shall not exceed the following:

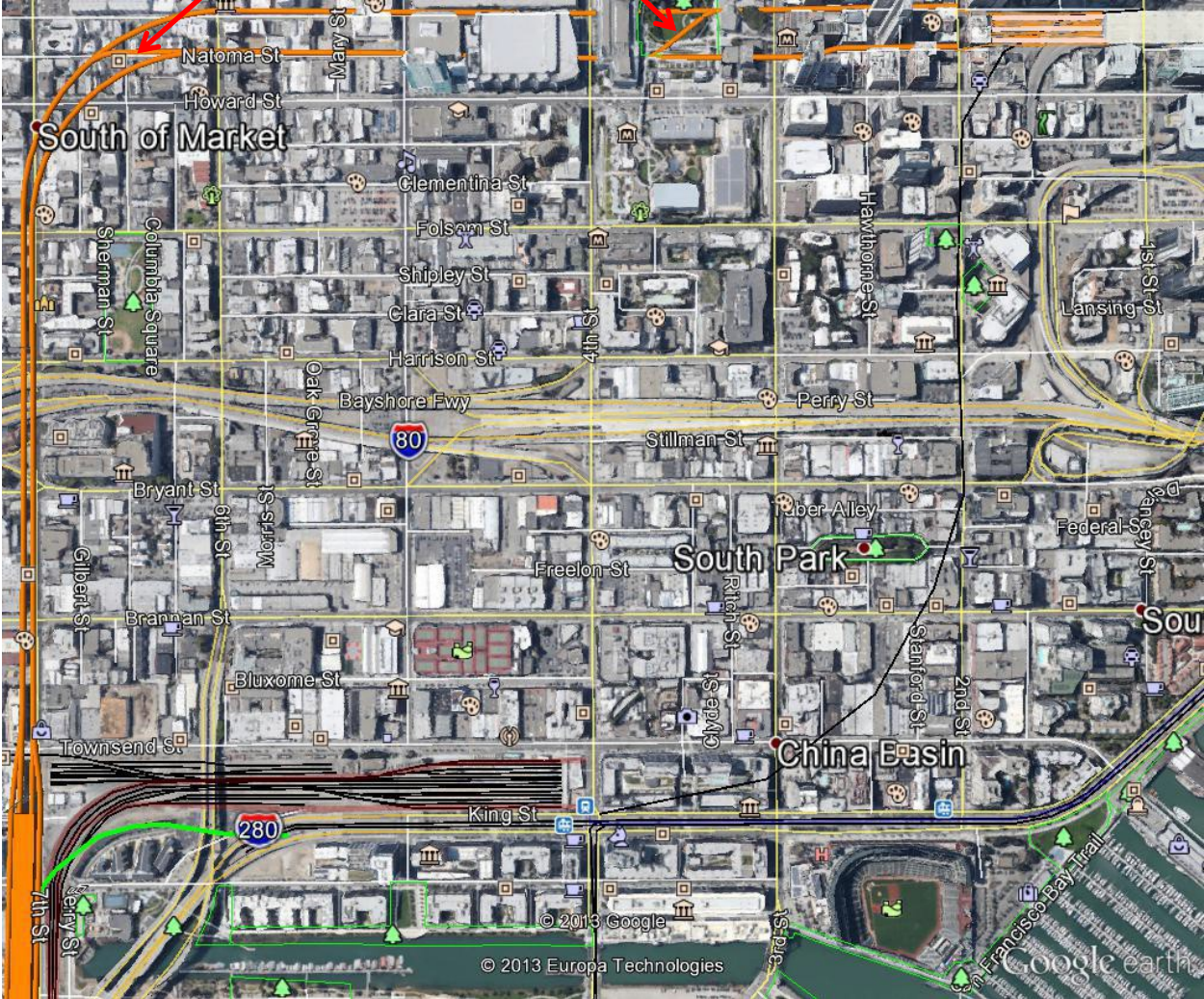
- (3) San Francisco-San Jose: 30 minutes.”



Mined
crossovers

Recommendation #7

The SEIR should consider an alternate alignment designed to enable an 80 MPH approach to the Transbay Transit Center.



Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

2020 BOARD OF DIRECTORS



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1250 SAN CARLOS AVE
SAN CARLOS, CA 94070
(650) 508-6200

September 10, 2020

The Honorable Gavin Newsom
Governor of California
State Capitol
Sacramento, CA 95814

RE: SB 288 (Wiener) CEQA exemption: transportation related
projects -- Request for Signature (As Enrolled on 8/31/20)

Dear Governor Newsom,

On behalf of the San Mateo County Transit District (SamTrans) the Peninsula Corridor Joint Powers Board (Caltrain) and the San Mateo County Transportation Authority (TA), I write to respectfully request that you sign SB 288 (Wiener), which accelerates sustainable transit projects that will get people back to work and increase transportation choices by providing a two-year CEQA exemption.

This bill would save critical time and money by creating specific CEQA exemptions for projects that make streets safer for walking and bicycling, speed up transit service in the public right of way, reduce parking, and install zero-emission infrastructure.

Notably, SB 288 contains important provisions to help ensure projects are delivering jobs for skilled and trained workers, identifying ways to benefit our most vulnerable communities and are designed to deliver strong value to taxpayers. To protect community involvement and support community led planning, the bill requires that public agencies must also provide opportunities for public participation in the project in order to receive the exemption. To ensure that the projects have no significant impact on the environment, the bill also requires that projects must be located in an urbanized area and located on existing public rights of way. Finally, large projects must also be incorporated in a regional transportation plan or another plan that complies with CEQA at the programmatic level.

This change is necessary at the state level in order to ensure that sustainable transit is part of all of California's recovery strategy. Making it easier to take transit, bike, and walk plays an important role in revitalizing main streets and local economies, which will be critical for the recovery of small businesses. The bill is a no-cost stimulus that has no economic impact on the state budget.

The Honorable Gavin Newsom
September 10, 2020
2 of 2

For these reasons, I respectfully request that you sign SB 288. Please feel free to reach out to Casey Fromson, Director of Government and Community Affairs, at (650) 288-7625 or fromsonc@samtrans.com if you have any questions or need additional information.

Sincerely,



Jim Hartnett
General Manager/CEO/Executive Director

Cc: San Mateo County Transit District Board of Directors
Peninsula Corridor Joint Powers Board of Directors
San Mateo County Transportation Authority Board of Directors
Rachel Wagoner, Deputy Legislative Secretary, Office of Senator Scott Wiener