



JPB Board of Directors  
Meeting of October 1, 2020

Correspondence as of September 18, 2020

# Subject

- 1 BATWG Newsletter -September 2020
- 2 Caltrain noise Main St.doc

**From:** Bay Area Transportation Working Group <cautn1=aol.com@vrmailer3.com>  
**Sent:** Wednesday, September 16, 2020 3:25 PM  
**To:** Board (@caltrain.com)  
**Subject:** BATWG Newsletter -September 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 normally 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). Dues are \$40 a year, with discounts for seniors and students. To pay dues or otherwise contribute, go to the BATWG website [www.batwgblog.com](http://www.batwgblog.com) and click on the donate button, or mail a check to BATWG, P.O. Box 590 888, San Francisco, CA 94159.

## BATWG Newsletter

Issue No. 28, September 12, 2020

### **BART** in Distress

September 16, 2020

BART's Board of Directors faces major financial and administrative challenges. According to the 2018-19 Alameda County Civil Grand Jury Report: "Violent crime on BART, including robberies and aggravated assaults, increased by 115% over the last five years.... Rider satisfaction with BART fell from a high of 84% in 2012 to a low of 56% in 2018.... Since at least 2012, cleanliness has been a top concern for riders who responded to the survey."



The Grand Jury report continued: “Respondents ... cite ‘personal security in BART system’ as the second largest service rating decline..., just after fare evasion. Lack of visible apolice presence on trains and in stations has long been a concern of riders ... News reports of the three homicides in July 2018 and a video in October 2018 of a man swinging two chain saws while riding BART reinforced worries among Bay Area residents about their safety on BART.”

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## **Caltrain Success Story**

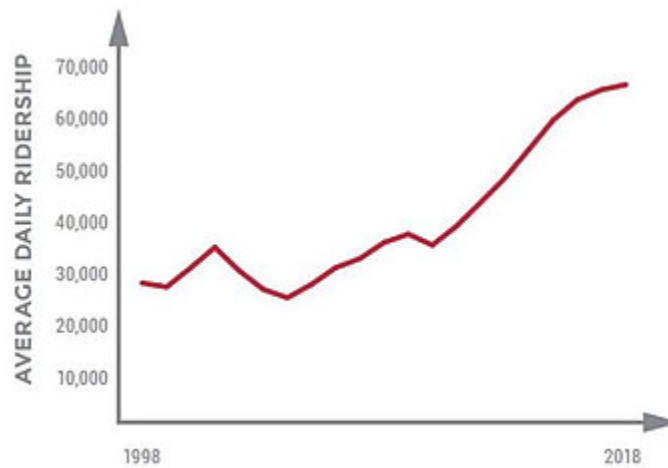
September 12, 2020

Every now and then BATWG singles out a transit operation that we regard as particularly successful.

Caltrain definitely fits into that category. Between 2000 and 2019, Caltrain’s ridership soared from 29,728 riders a day to 63,597 riders a day, an increase of an extraordinary 114%. (Since last March, the pandemic has radically reduced these numbers as it has for transit operations around the world, but this does not detract from the past success of the Caltrain operation or for its potential for even greater success in the future.

In large part, this increase in Caltrain popularity and usability was because of the Caltrain Peninsula Joint Powers Board’s popular Baby Bullet program which was introduced in 2004. By skipping some stops, the Baby Bullet trains provide both faster service for longer distance travelers, and good local service for shorter

distance travelers. By 2019 Caltrain was operating 92 weekday trains with 22 of those being Baby Bullet trains.



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## DTX: A Planner's Playground

September 12, 2020

For several years, the California High Speed Rail Authority and Caltrain have been working on a Joint Operating and Maintenance Plan (JOMP.)



Thanks to the 6 years of unnecessary DTX delay and uncertainty caused by the Lee Administration, the SF Department of City Planning and the SF County Transportation Authority, the DTX Caltrain Extension probably didn't get the JOMP attention it deserved. Still, much of the work already accomplished by Caltrain and the HSRA should also apply to the Extension.

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## Is SFMTA's Aversion to EnRoute Coupling Crippling Muni Metro?

September 12, 2020

The original Muni Metro, designed by the Louis T. Klauder Company fed the J, K, L, M and N lines into the Twin Peaks and Duboce Tunnels and then into the Market Street subway. This arrangement allowed every Muni Metro rider to reach downtown

San Francisco without having to transfer. To make this work, the one and two car trains operating along the Avenues were coupled into longer trains at the two portals

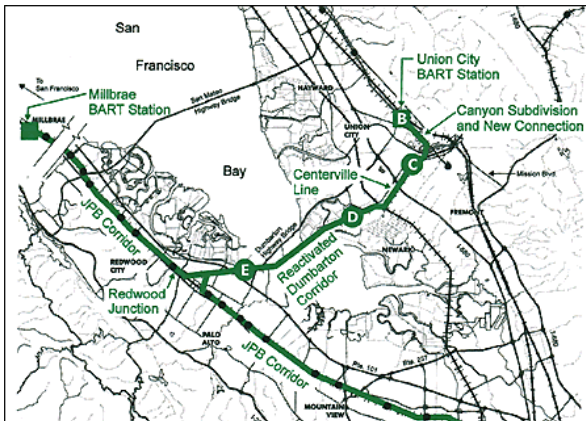
But the Muni subsequently had trouble making the couplings work and rather than fixing the problem, in the mid 1990's it threw in the towel and abandoned coupling entirely.

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## Need a Dumbarton Rail Crossing

September 12, 2020



Once in a while a project comes along that makes sense. A rebuilt rail bridge between Redwood City and Newark is such a project. It's nice to hear that SamTrans, Facebook and some Peninsula cities are on board with the idea. Newark? Union City? Hayward? Fremont?, BART, ACTC?, MTC?

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## SMART's Problems Get Worse

September 12, 2020

Ever since its passenger rail service began in 2017, SMART has proven to be an extraordinarily expensive operation. The FY20-21 Budget was based upon a projected fare and parking revenue of \$2.66 million an annual ridership of 475,000 and a projected annual operating cost of \$31.38 million. In other words it was anticipated that every one-way trip would cost SMART \$66 and that since fares were projected to average only \$5.53 per trip, the taxpayers were to be saddled with paying the other \$60.47 per trip.

Thanks to COVID-19, since the FY20-21 Budget was prepared the situation has gotten dramatically worse.

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**From:** Scarpino, Robert [<mailto:scarpinor@samtrans.com>]  
**Sent:** Monday, September 14, 2020 3:29 PM  
**To:** Dennis Wan  
**Cc:** Peredia, Rick; Wong, Shirley  
**Subject:** Caltrain noise Main St.doc

Hi Dennis,

We have received your request that was sent to the Caltrain Board at the end of August 2020. We spoke with our Contract Operator who recently visited the site and they did not see any indication of any overgrowth of vegetation behind your house at 2123 Main Street in Santa Clara. In regards to your request for a sound wall we do not have funding available for any such purpose. Sound walls that are typically build adjacent to Caltrain property are constructed by private property owners not Caltrain. I hope this answers your questions, if not please let me know. Thank you.

**Robert Scarpino**  
**Acting Director Maintenance**  
1250 San Carlos Ave., San Carlos, CA 94070  
Phone: 650.508.7780  
Website: [www.caltrain.com](http://www.caltrain.com)



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**From:** Dennis Wan <dennis@dwinvestment.com>  
**Sent:** Tuesday, September 15, 2020 9:27 PM  
**To:** Scarpino, Robert <scarpinor@samtrans.com>  
**Cc:** Peredia, Rick <PerediaR@samtrans.com>; Wong, Shirley <WongSh@samtrans.com>; 'Raj Chahal' <RChahal@SantaClaraCA.gov>; edna.campero@vta.org; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; dennis@dwinvestment.com  
**Subject:** RE: Caltrain noise & vegetation along 2100 block Main St. Santa Clara.

Hello Robert,

I am not sure your response on the sound walls is correct, " Sound walls that are typically build adjacent to Caltrain property are constructed by private property owners not Caltrain. "

You mean all the sound walls along Freeways, Expressways, along 85 & 87 , are built by private properties owners?

Are they built by different Gov. or Public Agencies?

The nuisance/noise is not caused by the homeowners.

Besides noise , the vibration from the Old Locomotive engines shakes the building especially the windows as well.

Caltrain should replace those Old Engines!

You mean the Victims have to pay to defend the culprit ?

So PG&E's faulty wiring caused the Fire, but the home owners have to pay for the prevention ?

Should P G & E be responsible?

About overgrown vegetation.

The area behind the fence is 'restricted area', homeowners cannot access to cut the bushes or trim the trees. All kind of wires ( PG&E, ?Phone ? ? ) run entwined among the tree branches.

Did your Contract Operator took pictures and show them to you?  
The railroad tracks area is a Restrict area, NO Access to the public.

Your Contract Operator does Not live there, you Are taking his words against the people who lived there!!

You are taking sides! ( If you haven't seen the pictures or visit the site yourself!)

If your neighbor's trees encroach onto your property, what do you do?

The bushes grow butt against the fences, invite rodents and insects.

They are Your bushes not the homeowners!

Also, the Wiring may pose a Fire Hazard!

Your answers are far away from satisfaction.

I talked to VTA, Ms Campero, she can help, but need to hear from Caltran, and the legal owner of ( APN; 224-65-004) is PCJBP.

I would like to bring this complaint to the Board of Director's ( CalTrain or PCJBP or VTA ?) or Santa Clara City council.

Thanks,

Dennis Wan,  
Owner of  
2123 Main St.  
Santa Clara, CA. 95050.

Dennis Wan,  
President- D W Investment  
Broker-Notary Public  
BRE#00935827  
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**From:** Scarpino, Robert <scarpinor@samtrans.com>  
**Sent:** Wednesday, September 16, 2020 6:41 AM  
**To:** dennis@dwinvestment.com  
**Cc:** Peredia, Rick <PerediaR@samtrans.com>; Wong, Shirley <WongSh@samtrans.com>  
**Subject:** RE: Caltrain noise & vegetation along 2100 block Main St. Santa Clara.

Dennis,

I received your response to my email and have the following response to yours. Due to the pandemic and a drop in Ridership by more than 90% we have very limited resources based on the current budget constraints.

### **Sound walls**

1. The sound walls built along the Freeways, Expressways and other locations are constructed by Caltrans which is responsible for the roadways in California.
2. The few sound walls along **Caltrain** I was referring to were built by private developers who constructed residential and commercial projects adjacent to our property over the last 20 years. These were not funded or constructed by **Caltrain**.
3. Caltrans and **Caltrain** are not affiliated with one another, they are separate entities.
4. Caltrans is a state owned agency.
5. **Caltrain** is the Passenger Railroad that operates between San Francisco to San Jose with service to Gilroy. **Caltrain** is owned by the City & County of San Francisco, Counties of San Mateo and San Jose. We do not have any dedicated funding at this time nor have funding in place for sound walls.
6. **Caltrain** owns 52 miles of property with a width of approximately 100'.

### **Equipment**

1. The Diesel Locomotives will phased out over time.
2. Electric Trains service is scheduled to begin in the next three years and will greatly reduce the noise along the corridor.

### **Vegetation**

1. Please provide a couple of pictures of the over growth of the vegetation that is encroaching on to your property 2123 Main Street in Santa Clara.
2. In many instances adjacent property owners prefer the vegetation to provide privacy screening to their property.

Thanks...

**Robert Scarpino**  
**Acting Director Maintenance**  
1250 San Carlos Ave., San Carlos, CA 94070  
Phone: 650.508.7780  
Website: [www.caltrain.com](http://www.caltrain.com)





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

From: Dennis Wan <dennis@dwinvestment.com>

Sent: Thursday, September 17, 2020 4:48 PM

To: Scarpino, Robert <scarpinor@samtrans.com>; edna.campero@vta.org; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Peredia, Rick <PerediaR@samtrans.com>; Wong, Shirley <WongSh@samtrans.com>; 'Raj Chahal' <RChahal@SantaClaraCA.gov>

Cc: dennis@dwinvestment.com

Subject: FW: Trees Bushes -Main St Santa Clara

To Robert,

1-6 of 12 Photos of bushes and tress from Main Street, Santa Clara

From:

Dennis Wan

2123 Main Street,

Santa Clara, CA. 95050.















