



JPB Board of Directors  
Meeting of June 3, 2021

Correspondence as of May 28, 2021

# Subject

- 1 Gilroy Downtown Station Design
- 2 A&F Item 11 Approval of Biennial Budget for Fiscal Years 2022 and 2023
- 3 University Ave Beige Pole Color

**From:** [Roland Lebrun](#)  
**To:** [Baltao, Elaine \[board.secretary@vta.org\]](#)  
**Cc:** [MTC Info](#); [CHSRA Board](#); [Board \(@caltrain.com\)](#); [SFCTA Board Secretary](#); [cacsecretary \(@caltrain.com\)](#); [SFCTA CAC](#)  
**Subject:** Gilroy Downtown station design  
**Date:** Sunday, May 23, 2021 10:11:00 PM  
**Attachments:** [image.png](#)

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

Dear Chair Chavez,

Further to the staff presentation to the Capital Programs Committee

([http://santaclaravta.iqm2.com/Citizens/Detail\\_LegiFile.aspx?Frame=&MeetingID=3429&MediaPosition=&ID=7563&CssClass=](http://santaclaravta.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3429&MediaPosition=&ID=7563&CssClass=)), please refer to slide 6 of the

presentation and provide the following information pursuant to Government Code Section §6250 et seq.

1) Names(s) and affiliations(s) of individual(s) and/or entities responsible for the track and platform design of the Gilroy downtown station.

2) Copies of ALL original document(s) containing this diagram.

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

Roland Lebrun

CC

MTC Commissioners

CHSRA Board of Directors

Caltrain Board

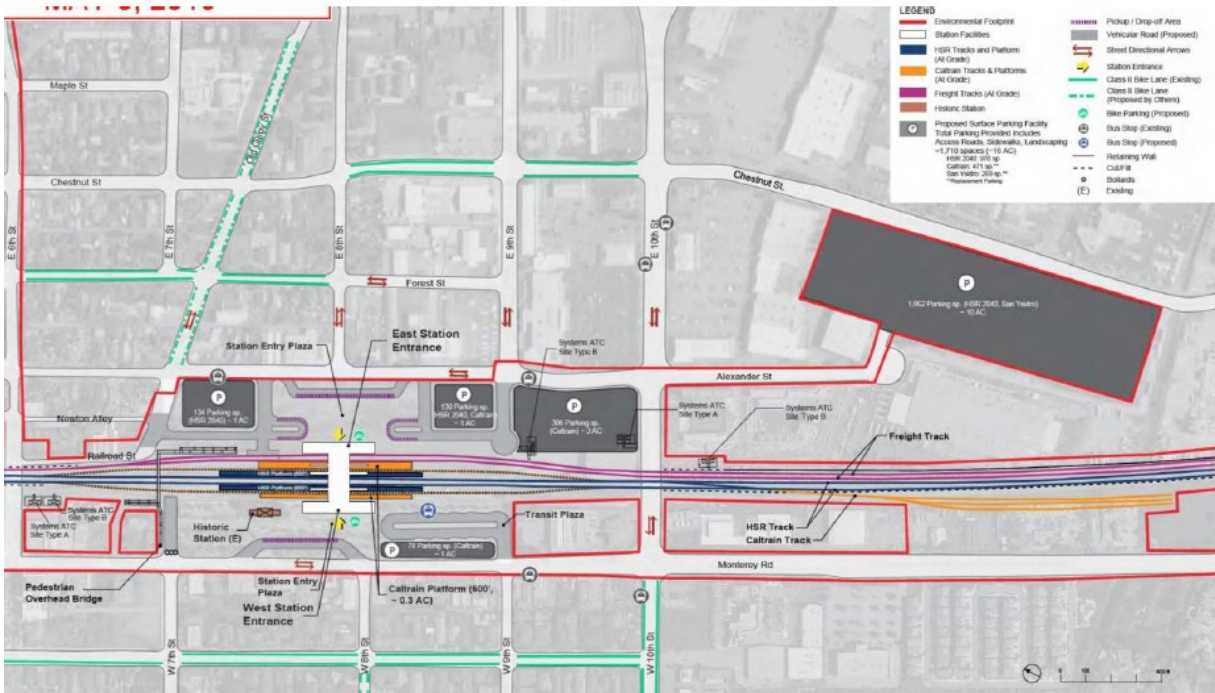
SFCTA Commissioners

VTA PAC

Caltrain CAC

SFCTA CAC

VTA CAC



**From:** [Roland Lebrun](#)  
**To:** [Baltao, Elaine \[board.secretary@vta.org\]](#)  
**Cc:** [MTC Info](#); [Board \(@caltrain.com\)](#); [SFCTA Board Secretary](#); [cacsecretary \[@caltrain.com\]](#); [SFCTA CAC](#)  
**Subject:** A&F Item 11 Approval of Biennial Budget for Fiscal Years 2022 and 2023  
**Date:** Sunday, May 23, 2021 11:37:32 PM  
**Attachments:** [image.png](#)

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Dear Chair Chavez,

Further to the FY22-FY23 budget presentation to the Capital Programs Committee (<http://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=10363&MeetingID=3429>), please refer to slide 25 of the presentation and provide the following information pursuant to Government Code Section §6250 et seq:

Specific sources of funds for the following items:

- \$769.0M "Federal"
- \$779.7M "State Grants"
- \$411.0M "2000 Measure A"
- \$181.2M "Other"

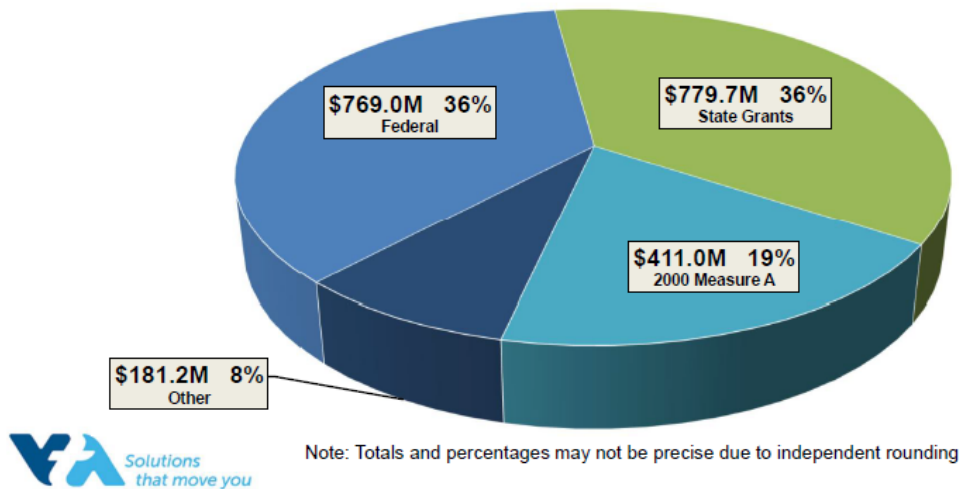
Thank you in advance for your prompt attention to this matter.

Roland Lebrun

CC

MTC Commissioners  
Caltrain Board  
SFCTA Commissioners  
VTA PAC  
Caltrain CAC  
SFCTA CAC  
VTA CAC

# Proposed 2000 Measure A Program FY22 & FY23 Capital Budget by Funding Source



25

**From:** Roland Lebrun

**Sent:** Wednesday, May 19, 2021 4:30 PM

**To:** VTA Board Secretary <board.secretary@vta.org>

**Cc:** Caltrain Board <board@caltrain.com>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; SFCTA Board Secretary <clerk@sfcta.org>; SFCTA CAC <cac@sfcta.org>

**Subject:** A&F Item 11 Approval of Biennial Budget for Fiscal Years 2022 and 2023

Dear Chair Chavez,

Please find attached my comments on VTA's proposed FY22-FY23 budget which can be summarized as follows:

- **The proposal to eliminate VTA's contribution to Caltrain's operating budget "because Measure RR passed" violates the 2000 Measure A Ballot language** and will be handled by the taxpayers of Santa Clara County accordingly. Should VTA staff continue on this path, the Caltrain Board and/or MTC will be asked to purchase the Gilroy Caltrain parking lot from VTA and the proceeds will be used towards VTA's obligations to Caltrain.
- Slide 15: The proposal to bridge VTA's FY22-FY28 operating structural deficit with \$135M in SURPLUS Federal Relief funding resulting from savings achieved by leaving thousands of passengers stranded on the side of the road is illegal and should be handled as such by Federal authorities. The correct solution is to increase 2000 Measure A Operating Assistance from 20.25% to 25% of revenues instead of depleting Measure A for the BART project.

- The 10 miles of BART tracks and the Milpitas & Berryessa stations are missing from the list of capital assets on slide 18.
- Slide 24: The proposal to appropriate \$411M in Measure A funds for BART and EBRC is not sustainable because it exceeds revenues after operating assistance and BART debt service by \$63M (FY20) and \$185M (FY22-FY23) (Booklet page 61).
- The sources of funds on slide 25 have not been identified let alone secured (missing 2000 Measure A, 2016 Measure B and RM3 funds necessary to match Federal & State grants).
- **Slide 31 is deceitful.** Specifically, slide 9 correctly reflects \$49M (FY22) and \$52.2M (FY23) Operating Assistance. **The remaining \$180M (FY22 & FY23) are BART Phase I debt service.**  
**Please direct staff to update slide 31 to reflect the correct amounts** (like slide 35 for 2008 Measure B).
- 2008 Measure B BART operating expenditures are not sustainable (they exceed revenues by 100%).

Sincerely,

Roland Lebrun

Presentation: <http://santaclaravta.ig2.com/Citizens/FileOpen.aspx?Type=4&ID=10363&MeetingID=3429>

Recommended Budget booklet: <http://santaclaravta.ig2.com/Citizens/FileOpen.aspx?Type=4&ID=10351&MeetingID=3429>

CC

MTC Commissioners  
SFCTA Commissioners  
Caltrain Board  
VTA PAC  
VTA CAC  
Caltrain CAC  
SFCTA CAC

**From:** [Martin J Sommer](mailto:Martin.J.Sommer@caltrain.com)  
**To:** [Tietjen, Brent](mailto:Tietjen.Brent@caltrain.com)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Board \(@caltrain.com\)](mailto:Board.@caltrain.com); [city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org)  
**Subject:** Re: University Ave Beige Pole Color  
**Date:** Tuesday, May 25, 2021 5:41:45 PM

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Hi Brett,

I finally found time to review the January 10th, 2019 City of Palo Alto video recommended below, and have a few followup questions:

1. You mention in the video, the "Portal" type pole option for University Ave station, but you have never answered my original question of "why it was not used". Can you please answer this?
2. The 45 foot center poles installed, are 10 feet taller than the 35 foot poles presented to the City. A 30% increase in height, should have been passed back to the City for review. Wouldn't you agree?
3. You stated that the paint life expediency to be 10 years. This clearly indicates, an expectation for Caltrain to paint these poles on a regular basis, and would suggest that painting equipment is already planned for the project. Is it?
4. As stated from the City official Furth, the City "advises", and Caltrain "decides". If I am able to get the Palo Alto ARB to advise/recommend/request painting the top portion of poles in the University Ave station to the City standard of Marine Green, how much weight with Caltrain, will this carry?

Thanks again,  
Martin

On 4/13/21 12:46 PM, Tietjen, Brent wrote:

Hi Martin,

The joint ARB/HRB meeting was held on January 10<sup>th</sup>, 2019. The City of Palo Alto records and uploads videos of these Board meetings for review. The full video of the presentation, including photo simulations shown to the Board, and the ARB/HRB member discussion and decision can be seen on this page <https://midpenmedia.org/architectural-review-board-74-1102019/>.

Thanks,  
Brent

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**From:** Martin J Sommer [<mailto:martin@sommer.net>]

**Sent:** Tuesday, April 13, 2021 9:59 AM

**To:** Tietjen, Brent <[TietjenB@samtrans.com](mailto:TietjenB@samtrans.com)>; [CalMod@caltrain.com](mailto:CalMod@caltrain.com)

**Cc:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>;  
[city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org); Pat Burt <[pat@patburt.org](mailto:pat@patburt.org)>

**Subject:** Re: University Ave Beige Pole Color

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Thanks Brent, looks like "bait and switch" to me.

Can you please send me the photos presented to the Palo Alto ARB? You mentioned them in the prior email, but they were not included with the ARB report.

We need to get this issue resolved.

Thank you,  
Martin

On 4/13/21 9:16 AM, Tietjen, Brent wrote:

Hi Martin,

Thanks for your patience. I believe your questions are related and hope the below information below is helpful.

The image you are referencing was a rendering that was created before the final design of the pole and foundation locations was complete. This rendering was also complete prior to the ARB/HRB decision on pole colors for the station area.

There are three main types of poles used along the corridor, single side poles, two track cantilevers (on one side), and center poles. The use of each pole is dependent on the site conditions, including utilities and the clearance between the tracks. Where feasible, center poles were chosen in order to reduce the number trees pruned or removed required to provide clearance for the electrical safety zone (ESZ). The ESZ is typically 10 feet from the farthest electrified element in most cases. A center pole has the ESZ set by the train pantograph as that is the electrified element that is farthest out. With single side poles, the electrical safety zone is set by the pole location which supports an electrified wire.

Thanks,  
Brent



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**From:** Martin J Sommer [<mailto:martin@sommer.net>]  
**Sent:** Monday, March 29, 2021 9:28 AM  
**To:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Cc:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>;  
[city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org); Pat Burt <[pat@patburt.org](mailto:pat@patburt.org)>  
**Subject:** Re: University Ave Beige Pole Color

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

Thanks Brent, appreciate you staying on this issue.

In addition, please see the attached photo. This vision of Caltrain rolling into the University Ave station in Palo Alto, is one of the most widely distributed photos of the Caltrain Electrification Project. Notice: a) short poles, b) back color, and c) symmetric north and south cantilevers. What we received in Palo Alto, bears no resemblance to this?

What went wrong, and can we please fix it?

Martin

On 3/27/21 6:22 PM, [CalMod@caltrain.com](mailto:CalMod@caltrain.com) wrote:

Hi Martin,

Yes, I will work to get this information from the project team.

Best,  
Brent

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**From:** Martin J Sommer [<mailto:martin@sommer.net>]  
**Sent:** Monday, March 15, 2021 2:15 PM  
**To:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com)  
**Cc:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>;  
[city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org); Pat Burt <[pat@patburt.org](mailto:pat@patburt.org)>  
**Subject:** Re: University Ave Beige Pole Color

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source. Do not open attachments or click on links  
from unknown senders.

Hi Brent,

I am still working on this issue. When we talked via phone, you offered to look into why the tall single poles were used at the University Ave station, vs two shorter poles on the side, with or without a crossbar. The Cal Ave station, uses two shorter poles, placed right on the platform.

Can you please answer that for me?

Thanks,  
Martin

On 1/13/21 9:58 AM, Martin J Sommer wrote:

Hi Brent,

Thanks for talking this morning. Yes, please try to put a number on repainting the top half of one or more poles at the University Ave station. Once we have this number, I will reach out to the City Of Palo Alto, for potential funding sources.

Best regards,  
Martin

On 12/22/20 7:49 PM, Martin J Sommer wrote:

+cc: Pat Bert

Brent, please take a look at the attached photo. I don't think this is what the City, nor the design engineers, had in mind.

Please tell me, how I can help correct this situation.

Thank you,

## Martin

--  
Martin Sommer  
650-346-5307  
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[www.linkedin.com/in/martinsommer](http://www.linkedin.com/in/martinsommer)  
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