



JPB Board of Directors

~~Meeting of July 7, 2022~~ (cancelled and noticed on 6-23-2022)

Correspondence as of June 24, 2022

# Subject

- 1 University Ave Beige Pole Color
- 2 Disappointments with Caltrain
- 3 Unsolved case #829329 - cleaning up of homeless discarded debris
- 4 SB 922 (Wiener) Support Letter to Assembly Appropriations Committee Chair (Support position taken at March WPLP)
- 5 Letter congratulating Matt Haney on his election to the assembly and thanking him for his support of Measure RR

**From:** martin@sommer.net  
**To:** [Tietjen, Brent](mailto:Tietjen, Brent)  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Wasilco, Jadie](mailto:Wasilco, Jadie)  
**Subject:** Re: University Ave Beige Pole Color  
**Date:** Wednesday, June 22, 2022 3:50:25 PM

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Thanks Brent,

I recall your email from a year ago, and have continued the conversation with the City of Palo Alto Council Members, their staff, and the Rail Committee itself. During one of the Rail Committee presentations, Michelle Bouchard of Caltrain was present as well.

A lot has happened in the last year, including me getting two competitive bids from commercial painting contractors, and lining up a funding source. There has been a lot in the news about Caltrain needing money to complete the electrification project, and I am willing to help.

The pole color selection at University Avenue Station was a real mistake, is affecting the value of my property, and can be corrected.

Please work with me, to resolve this issue.

Martin

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Martin Sommer  
650-346-5307  
[martin@sommer.net](mailto:martin@sommer.net)  
<http://www.linkedin.com/in/martinsommer>

"Turn technical vision into reality."

On 2022-06-22 14:56, Tietjen, Brent wrote:

Hi Martin,

Thanks for your email. On July 15, 2021, I sent the attached email noting that the pole colors were presented to and selected by the ARB/HRB and Caltrain has considered those choices (confirmed by the City) final. The project team's focus continues to be providing adequate resources and funding to finish the infrastructure work and signal work for project completion by 2024.

Thanks,  
Brent Tietjen

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**From:** Martin J Sommer <[martin@sommer.net](mailto:martin@sommer.net)>  
**Sent:** Tuesday, June 21, 2022 7:50 PM  
**To:** Tietjen, Brent <[TietjenB@samtrans.com](mailto:TietjenB@samtrans.com)>

**Cc:** CalMod@caltrain.com; Board (@caltrain.com) <BoardCaltrain@samtrans.com>

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

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Hi Brent, I am re-sending this, cc'ing the two boards. i would appreciate your response.

Fyi, I will be out during the period of June 25 - July 9th.

Thanks,  
Martin

On 6/9/22 7:14 AM, Martin J Sommer wrote:

Good morning Brent, hope you are well!

I obtained two competitive bids for repainting the 11 poles at the University Ave Station in Palo Alto, and a funding source.

Would you be interested in continuing the conversation?

Thanks,  
Martin

--  
Martin Sommer  
650-346-5307  
[martin@sommer.net](mailto:martin@sommer.net)  
[www.linkedin.com/in/martinsommer](http://www.linkedin.com/in/martinsommer)

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## Seamans, Dora

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**From:** Board (@caltrain.com)  
**Sent:** Thursday, July 15, 2021 4:41 PM  
**To:** Tietjen, Brent  
**Subject:** RE: University Ave Beige Pole Color

Thanks Brent.

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**From:** Tietjen, Brent <TietjenB@samtrans.com>  
**Sent:** Thursday, July 15, 2021 4:27 PM  
**To:** Martin J Sommer <martin@sommer.net>  
**Cc:** CalMod@caltrain.com; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; city.council@cityofpaloalto.org  
**Subject:** RE: University Ave Beige Pole Color

Hi Martin,

Thanks for your patience as I discussed internally with the project team. Please see our responses below.

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?

Center poles were selected where possible to reduce the impact to the removal of trees. 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. Many cities and communities made comments as part of the environmental review process stating a preference for center poles where possible to both reduce the number of poles and reduce the impact to trees.

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?

The designs presented to the ARB/HRB were preliminary and were subject to change. The height is a technical requirement that cannot be modified so it was not brought to the committee for input/review. We provided an opportunity to the ARB/HRB to review and make a recommendation on the pole color since options were possible on the color selection.

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?

Caltrain will be working on an overall maintenance plan which will include the maintenance of the facilities installed during the Electrification Project. There are not concrete plans to repaint the poles at this time, but any plans to repaint for maintenance needs will be included in the overall maintenance plan for the electrified system.

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?

The pole colors were presented to and selected by the ARB/HRB and Caltrain has considered those choices (confirmed by the City) final. Revisiting color decisions made would not be supported by Caltrain. The project team's focus is on providing adequate resources and funding to finish the infrastructure work and signal work for project completion by 2024.

Best,  
Brent

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**From:** Martin J Sommer [<mailto:martin@sommer.net>]  
**Sent:** Tuesday, May 25, 2021 5:42 PM  
**To:** Tietjen, Brent <[TietjenB@samtrans.com](mailto:TietjenB@samtrans.com)>  
**Cc:** [CalMod@caltrain.com](mailto:CalMod@caltrain.com); Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>; [city.council@cityofpaloalto.org](mailto:city.council@cityofpaloalto.org)  
**Subject:** Re: University Ave Beige Pole Color

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Hi Brett,

I finally found time to review the January 10th, 2019 City of Palo Alto video recommenced 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

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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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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

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650-346-5307  
[martin@sommer.net](mailto:martin@sommer.net)  
[www.linkedin.com/in/martinsommer](http://www.linkedin.com/in/martinsommer)

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## Seamans, Dora

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**From:** Noele Pennington <pennington.noele@gmail.com>  
**Sent:** Tuesday, June 21, 2022 8:08 PM  
**To:** Board (@caltrain.com)  
**Subject:** Disappointments with Caltrain

[You don't often get email from pennington.noele@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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Caltrain Board-

I'm overly disappointed in Caltrain and this week so far has been one of the worst. I'm a huge supporter typically and really appreciate being able to commute to work everyday but you can only put up with so much. Today 6/21/22 the only reason I'm not absolutely furious is due to the two women conductors that proactively communicated on train 414. It was suppose to be a limited train but last minute merged with another limited 314 to make all stops. I find it absolutely ridiculous and extremely inconsiderate that consistently limited trains are merged and/or converted to all stops while bullets get to continue on normal schedules. Had I know the limited would have turned into a local I would have taken the 712 to get home. I understand that Caltrain is trying their best but the only way to get updates are from Twitter and that's only active part time with limited information and that is not acceptable in todays world. Additionally, yesterday commuters should have been notified that all afternoon trains were being converted to locals due to the warriors parade. There was no indication at all that limited or bullet trains were being eliminated. Truly appreciate many Caltrain conductors but as a whole the company needs to make some proactive changes to keep their daily/monthly riders.

Overall, communication is key and something Caltrain needs to be better with.

Monthly Rider,  
Noele Pennington

## Seamans, Dora

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**From:** tom wang <sanjose828@gmail.com>  
**Sent:** Thursday, June 23, 2022 10:00 AM  
**To:** Board (@caltrain.com)  
**Subject:** Unsolved case #829329 - cleaning up of homeless discarded debris  
**Attachments:** IMG\_0714.JPG; IMG\_0711.JPG; IMG\_0712.JPG

You don't often get email from sanjose828@gmail.com. [Learn why this is important](#)

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Hi Caltrain Board of Directors,

The case # 829329 recorded on Mar. 08, 2022 was still not resolved. We called several times and did not see the progress. Sincerely hope you could help to remove the debris. The debris smelt worse when the summer comes, making health worry more and more.

The case is about cleaning up of homeless discarded debris, which were left by a homeless person sleeping along the Caltrain rail.

Here attached couple pictures.

Thanks for the help,

Tom









2022 BOARD OF DIRECTORS

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ACTING EXECUTIVE DIRECTOR

June 21, 2022

The Honorable Chris Holden  
Chair, Assembly Appropriations Committee  
1021 O Street, Suite 8220  
Sacramento, CA 95814

**RE: SB 922 (Wiener) California Environmental Quality Act: Exemption: Transportation-Related Projects. – SUPPORT**

Dear Chair Holden:

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I write to voice our **SUPPORT** for SB 922 (Wiener). This bill would modify and extend the statutory exemptions to the California Environmental Quality Act (CEQA) for clean transportation projects, established by SB 288 (Wiener) [Chapter 200, Statutes of 2020].

In 2020, recognizing that CEQA is often used by project opponents to stop or delay clean transportation projects, the Legislature passed, and Governor Newsom signed into law, SB 288 (Wiener), temporarily exempting from CEQA certain clean transportation projects, including projects for new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way; transit prioritization projects; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians; projects to construct or maintain infrastructure to charge or refuel zero-emission buses; projects carried out by a city or county to reduce minimum parking requirements; and projects for pedestrian and bicycle facilities. Under current law, these CEQA exemptions sunset on January 1, 2023.

SB 922 (Wiener) modifies the CEQA exemptions provided by SB 288 (Wiener) to include additional project types that will further expedite the delivery of clean transportation options and expand access to alternative modes of mobility. SB 922 (Wiener) extends the sunset on these exemptions for seven years. With the enactment of the federal Bipartisan Infrastructure Investment and Jobs Act, such project streamlining will help California leverage new funding opportunities to support the state's economic recovery and curb greenhouse gas emissions.

Caltrain's 2040 Service Vision includes new projects that would benefit from SB 922, including Caltrain station upgrades and multi-agency projects Caltrain is involved with along the corridor that would require an environmental impact report (EIR). The exemptions set forth in this bill will allow Caltrain to pursue these sustainable transportation projects more efficiently if this bill is passed.

For these reasons, we **SUPPORT** SB 922 (Wiener). Thank you for your consideration and if you have any questions, please contact Jadie Wasilco, Government & Community Affairs Manager, at (650) 465-6301.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michelle Bouchard', with a long, sweeping underline that extends to the right.

Michelle Bouchard  
Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors  
The Honorable Scott Wiener, California State Senate  
Caltrain State Delegation



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CHARLES STONE, VICE CHAIR  
DEVORA "DEV" DAVIS  
GLENN HENDRICKS  
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DAVE PINE  
SHAMANN WALTON  
MONIQUE ZMUDA

MICHELLE BOUCHARD  
ACTING EXECUTIVE DIRECTOR

June 20, 2022

The Honorable Matt Haney  
California State Assembly  
1315 10th Street  
Sacramento, CA 95814

*Thank you for your support of Measure RR + the railroad. We look forward to working with you.*  
*Michelle*

Dear Assemblymember Haney:

Congratulations on your recent election. I wish you the very best as you take your place as a leader in the State Assembly.

On behalf of the Caltrain team, I look forward to working with you. Thank you for your support for Measure RR and championing public transit in our region. It is only through the strong support from our elected officials, business and labor community, and local stakeholders that we have been able to make tremendous progress on the Caltrain Electrification Project.

Caltrain Electrification is modernizing a 150+ year old commuter rail line to evolve with the Bay Area, increasing capacity, performance, and safety while providing a cleaner, greener, more sustainable service. Today, much of the civil infrastructure work is now complete, and the project team is focused on constructing the new signal system. In March, the first high-performance electric trains arrived on the corridor after extensive testing at 110 mph in Pueblo, Colorado. Full corridor testing will start in 2023 and passenger service on the Caltrain corridor is on track for 2024. When electrification is operational in fall 2024, Caltrain will be the State's first electrified commuter rail system, spanning 51-miles between San Francisco and San Jose, including the two major stations in your district, San Francisco and 22<sup>nd</sup> Street.

As we look ahead, I hope we will be able to work with you and your staff on initiatives that will create more sustainable and equitable transportation options and meet the growing needs of the Bay Area region. Your assistance in helping us secure additional funding to finish the Electrification Project will be a step in that direction. We'll be reaching several key milestones for the Project this year, and I hope you can join us here at Caltrain to celebrate them.

Please don't hesitate to contact me with any questions or issues. You can also direct questions to Jadie Wasilco, Government & Community Affairs Manager, at wasilcoj@samtrans.com, (650) 465-6301.

Again, congratulations on your appointment and thank you for your support!

Sincerely,

  
Michelle Bouchard  
Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors