

JPB CAC

CORRESPONDENCE
AS OF

September 20, 2022

Givens, Patrice

From: Caltrain <lowl+samtrans.com@ccsend.com>
Sent: Thursday, September 15, 2022 11:03 AM
To: cacsecretary [@caltrain.com]
Subject: You're Invited! Caltrain's First Electric Train Celebration

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You're Invited!

Join us in welcoming our first electric train home.

Saturday, September 24, 2022

San Francisco Station
700 4th Street
San Francisco, CA 94107
Speeches at 2:00 p.m.
Tour of train at 3:00 p.m.

[Event Map](#)

Event by invitation only.

[RSVP Here](#)



U.S. Congresswoman **Anna Eshoo**
U.S. Congresswoman **Jackie Speier**
U.S. Congresswoman **Zoe Lofgren**
CA State Senator **Scott Wiener**
CA State Assemblymember **Kevin Mullin**, Speaker Pro Tempore
CA State Assemblymember **Ash Kalra**
U.S. Department of Transportation General Counsel **John E. Putnam**
CA State Director of the Department of Transportation **Tony Tavares**
SAMCEDA President & CEO **Rosanne Foust**
Silicon Valley Leadership Group President & CEO **Ahmad Thomas**
Peninsula Joint Powers Board Chair **Steve Heminger** - Emcee



Caltrain Electrification has been under construction since 2017, building California's first electrified commuter rail and the West's first diesel to electric rail system. It will transform the way people travel along the 51 mile Caltrain-owned corridor between San Francisco and Silicon Valley. The overhead contact system will be compatible with future High-

Speed Rail on the corridor, and high-performance electric trains that better match the needs of the corridor will replace 75% of Caltrain's aging diesel fleet. The project will provide faster, safer, more frequent service while mitigating climate change and enhancing equity and access for all communities.

This is a historic change for a railroad that has served passengers for over 160 years and we hope you can join us at this celebration.



Thank you to our project funders.



Caltrain | 1250 San Carlos Avenue, San Carlos, CA 94070

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Givens, Patrice

From: Binglie Luo <binglie.luo@nyu.edu>
Sent: Friday, September 16, 2022 4:56 PM
To: cacsecretary [@caltrain.com]; Board (@caltrain.com); publicworks@cityofsanmateo.org
Subject: Excessive gate down time pose great danger to San Mateo / JPB Citizen advisory committee comment Sep21, 2022

You don't often get email from binglie.luo@nyu.edu. [Learn why this is important](#)

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

Dear Caltrain board, JPB committee, and San Mateo Public Work,

Living less than 100 feet from a grade crossing, I have observed many instances of excessive gate down time when there is no train in San Mateo. Sometimes it happens at late night or early morning when the ringing sound is especially disturbing. Sometimes it happens at busy early evenings when many cars and pedestrians line up and keep waiting to cross. The gates will sometimes keep being in the down position for hours. That is ridiculous when JPB just requires gates to activate for 25 seconds prior to train approaching.

What's particularly endangering is when drivers and pedestrians stop trusting the gates and just cross from the other side of the road. Cars might be able to use a different crossing but pedestrians may need to take the risk. I have seen cars and pedestrians cross with gates down more than 5 times when I take my daily casual walk from home. This completely defeats the purpose of having a gate at grade crossing. What about the hours of sleep lost? Is there a way to quantify the toll on people's health?

These are not isolated incidents but I do not see any real attempt to fix these issues. It casts doubt on the purported statement by Caltrain "Grade crossing activation system is a key safety component of the railroad and of an electrified system". I wonder how Caltrain evaluates whoever contractor's work on delivering "a certified grade crossing activation system" (Balfour Beatty? certified by whom?) considering the contract is worth 700 million dollars and above.

If this new system takes time to get installed, what about any mitigation measures? How about quad gates? If quad gate is expensive, can you simply putting longer stick to block both sides of the road. How much time will that take? Or road closure? This may be better than lives lost.

Please let me know what you think.

Best,
Bing