



JPB Board of Directors
Meeting of October 6, 2022

Correspondence as of September 23, 2022

Subject

- 1 Blossom Hill Caltrain Station Encampment
- 2 San Mateo Gate Down Time Feedback
- 3 San Antonio Mountain View Noise Complaint
- 4 Joint Letter to the Standardized Regulatory Impact Analysis of the California Air Resources Board (CARB)
- 5 Unsanitary Train Conditions

From: [Elvera Faria](#)
To: [Chavez, Cindy \[cindy.chavez@bos.sccgov.org\]](#); [Jimenez, Sergio](#); [Board \(@caltrain.com\)](#); [devora.davis@sanjoseca.gov](#); [Bouchard, Michelle](#)
Subject: Blossom Hill Cal Train Station
Date: Friday, September 23, 2022 12:49:25 PM

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Hi there:

I made a report that all the lights were out at your lot located at 5560 Monterey Hwy San Jose CA 95138. I would like to know status of my report #854256.

In addition, there is a pile of garbage (Pic attached) that needs to be cleaned up. In fact, the whole lot needs attention, there are abandoned vehicles in this lot as well. It all needs to be addressed as it is causing a blight and safety issue in the area.

The encampment under the crossing needs to be dealt with as well, it is a safety and security issue for commuters walking to and from the lot (Pic attached).

The community would also like to request regular community policing by the San Mateo Sherriff, they need to drive thru the lot at least once a week and keep track of what is happening.

Feel free to call me with any questions.

Thank you!
Elvera Faria
408-315-1349





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Email or Phone #

From: [Binglie Luo](#)
To: [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com]); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); publicworks@cityofsanmateo.org
Subject: Excessive gate down time pose great danger to San Mateo / JPB Citizen advisory committee comment Sep21, 2022
Date: Friday, September 16, 2022 4:56:33 PM

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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

From: [Aditya Punjani](#)
To: [Board \(@caltrain.com\)](#)
Subject: Noise Complaint: At San Antonio Station Mountain View.
Date: Saturday, September 17, 2022 3:54:30 PM

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Noise Complaint: At San Antonio Station Mountain View.

There was excessive train honking noise at 1.38 AM on 09/17 Saturday. This is against the rules of the city of Mountain View as specified here.
<https://www.caltrain.com/media/757/download>.

Please investigate this violation in the middle of the night which woke everyone up near the station.

Thanks,
Aditya
650 739 5103



METROLINK



September 19, 2022

Joe Stephenshaw
Director
California Department of Finance
1021 O Street, Suite 3110
Sacramento, CA 95814

Heather Arias
Chief
CARB Transportation and Toxics Division
1001 I Street
Sacramento, CA 95814

RE: California Air Resources Board (CARB) Proposed In-Use Locomotive Regulation Standardized Regulatory Impact Analysis (SRIA)

Dear Director Stephenshaw and Chief Arias:

On behalf of the undersigned public passenger rail agencies, we appreciate the opportunity to provide comments on the Standardized Regulatory Impact Assessment (SRIA) released on May 26, 2022, regarding the CARB proposed In-Use Locomotive Regulation. As environmental leaders among public transportation agencies and operators of the state’s cleanest passenger locomotive fleets, we share CARB’s desire to reduce statewide emissions from the transportation sector, including locomotives. Commuter rail agencies are also uniquely positioned to accelerate Vehicle Miles Travelled (VMT) reductions across the state – a strategic opportunity that aligns with the state’s broader mobility goals. We appreciate the commitment by CARB staff to identify a regulatory compliance pathway that addresses this objective while accelerating the deployment of zero-emission equipment through a partnership between operators and the state. The comments provided below reflect shared concerns regarding the proposed regulation. We ask that the Department of Finance and CARB address these comments and those submitted by individual agencies before releasing regulatory language.

First, while we appreciate that the Alternative Compliance Pathway (ACP) was included in the SRIA at the request of passenger rail agencies, the SRIA and ACP framework still include critical cost estimates and financial assumptions that appear to greatly diverge from the research prepared on behalf of our individual agencies, or which are missing altogether. Additional work on the ACP is needed to resolve these issues. If unresolved, we believe any regulation predicated on these estimates, assumptions or omissions will cause irreparable harm to public passenger and freight rail agencies. Preparing to offset actual costs and financial requirements will require operators to consider extreme cost containment measures such as deferring critical maintenance or expansion, reduced service, or significantly increased fares that could threaten ridership and the continued operational viability of public passenger rail agencies beginning to slowly recover from precipitous declines in ridership and farebox revenues.

September 19, 2022

Page 2

Second, we respectfully request that an ACP framework not include reverting to a spending account or useful life requirement for public agencies as a means of further reducing emissions. The inclusion of both a spending account and useful life requirement without additional flexibility for operators to demonstrate emissions reductions will significantly delay future sustainability, service, and operational goals without any guarantees of future emissions reductions. The spending account siphons off critical operating funds from agencies already underfunded to meet service needs to fund an unknown technology with an unknown time horizon and cost for commercial development. This penalizes operators who act in good faith to deploy the cleanest technology available when a zero-emissions alternative has not been developed or proven scalable and operational for revenue service. A useful life requirement that is different from the federal requirement places rail agencies in the position of being out of compliance and subject to penalty from one or the other requirement no matter what course of action is taken.

Third, the reduction in emissions afforded by public transit and passenger rail agencies is not accounted for in the regulation. The reduced emissions and reduction in VMT from passenger rail ridership should be factored in when accounting for net greenhouse gas emissions from passenger rail locomotives.

Fourth, the availability of commensurate, dedicated, and reliable funding will be required to develop zero-emissions locomotive equipment, facilitate future fleet conversion, complete planning and reporting requirements, and potential expansions.

Thank you for your review of this letter and the opportunity to comment on the SRIA. We look forward to receiving your reply and will provide additional comments when regulatory language is released.

Sincerely,



Michelle Bouchard, Acting Executive Director
Caltrain



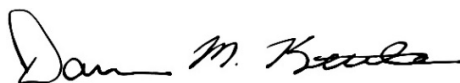
Stacey Mortensen, Executive Director
San Joaquin Joint Powers Authority (SSJPA)
Altamont Corridor Express (ACE)



Eddy Cumins, General Manager
Sonoma Marin Area Rail Transit (SMART)



Matthew Tucker, Executive Director/CEO
North County Transit District (NCTD)



Darren M. Kettle, Chief Executive Officer
Southern California Regional Rail Authority
(Metrolink)

From: [Brandon Welsh](#)
To: [Board \(@caltrain.com\)](#)
Subject: Unacceptable Train Conditions
Date: Tuesday, September 20, 2022 8:26:18 PM

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I got on the 8:18 PM (weekday) train in Redwood City and every train car smelt like human fesses (poop). I walked from each train car, both downstairs and upstairs to find a spot that didn't have an overwhelming smell of shit and piss, but I was unable to find a clean area. My findings included bathroom doors that were just wide open in every car. I brought this to the attention of other passengers who all had the same opinion of how badly this train smells. Please do something about this, or I will need to find other means of transportation. This is unacceptable for public and or private means of transportation, as no passenger should have to be subjected to this unsanitary conditions.

Brandon Welsh
Founder / CEO - RecovHub Inc

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