



JPB Board of Directors
Meeting of September 5, 2024

Correspondence as of August 9, 2024

Subject

1. Re: Just Another Ho-Hum Sleepy African SamTrans Bus driver. 07/14/24: 11 PM, Driver ID 9198 Bus 482
2. Fear and Loathing Riding SamTrans: You can Be Murdered
3. Meeting Postponed - August 7th 28th Street/Little Portugal BART Station Hybrid Community Meeting
4. New Cal Train - Is It Accessible
5. Publicly reporting train deaths
6. Rescheduled: August 21st 28th Street/Little Portugal BART Station Hybrid Community Meeting
7. Caltrain's new policy is working!

Emil Lawrence MBA
Paralegal Investigator
 Hotel Shores Landing
 Second Floor-Unit 14/B
 1000 Twin Dolphin Drive
 San Carlos/RWC CA 94065
 Cell-650-254-4126

July 26, 2024

PCJPB Administración
 Board of Directores
 PR Department
 1250 San Carlos Avenue
 San Carlos, CA 94070

Re: Just Another Ho-Hum Sleepy African SamTrans Bus driver. 07/15/24: 11 PM, Driver ID 9198
 Bus 482

PCJPB Administrators:

SamTrans has rolled through a seven-million-dollar profit not due to due your diligence, but due to US federal money. However, when this US vet gets on a SamTrans, he may think he is in a foreign country.

I have stated: I stopped writing letters to the SamTrans-the public utility-while handicapped-since I was kicked/pushed off of Caltrans. However, not only was I writing to the wrong Board, the assaults and discriminatory behavior by your African drivers and conductors continues. African bus drivers and passengers are still harassing Caucasian bus passengers in San Mateo County; I am only one of them.

From a bus top south of the San Bruno BART, I was waiting for SamTrans in the cold wind. The No. 482 bus stopped on its way to the Hillsdale Maul. I jumped on, out of the cold, and sat down. Then, I realized the SamTrans air condition was on and all the windows were open. So, I stood up and closed the two above me on my side. However, this action brings the bus to a halt where there is no bus stop, in the middle of the road. The SamTrans bus hit the brakes. For this SamTrans bus driver, it is business as usual.

Immediately, the African male SamTrans bus driver gets out of his seat and opens, these two windows, I just closed. A Caucasian woman behind me says, "I'm freezing." I yell to the driver, "You got the air conditioner on and all the windows open." I ask, "Are you falling asleep at the wheel?" But this SamTrans driver rolls on as if he is the bus owner. There is no answer, or an attempt to answer.

Passenger discomfort means absolutely nothing to this bus driver or SamTrans, because PCJPB CEOs don't ride SamTrans. Nor does your Board Public Advocate.

"They an't going to do notting." Quote from a Caltrans Worker.

Sincerely,

Emil Lawrence

Emil Lawrence MBA

CC: Board of Supervisors,
 Warren Slocum.
 State Transportation Committee

08/05/24 AM 11:26 ERE

From: [emil lawrence](#)
To: [Board \(@caltrain.com\)](#); [TitleVI](#)
Subject: Fear and Loathing Riding SamTrans: You can Be Murdered
Date: Monday, August 5, 2024 7:44:35 PM
Attachments: [ASSAULT BATTERY CALTRAIN PCJPB.docx](#)

Some people who received this message don't often get email from emil.savin.lawrence@gmail.com. [Learn why this is important](#)

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More Food For Thought

Emil Lawrence MBA
Paralegal Investigator
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 Cell-650-254-4126

August 5, 2024

Title VI, Administrator, Caltrans
 PCJPB/CEO/Directors
 1250 W. San Carlos Avenue
 San Carlos, CA 94070
TitleVI@caltrain.com

and

Caltrans Board of Directors
 1250 W. San Carlos Avenue
 San Carlos, CA 94040 94040
Board@Caltrain.Com

Re: July 3rd, 2024: 9:30 Am/Sneath and Avalon/ECR/Assault/Battery/Stabbing/Attempted Murder near the San Bruno BART and Police Station. You can get the rest of these details from your own bus video.

CEO/Directors/Title Six Investigators:

It is not often that I get to write this board about the multiple racial and ethnic problems it has on its trains and buses. Your case for denial has run its course. Supervisor Ray Mueller did not ride SamTrans or Caltrans long enough. If he rode this system-for a year-under the present board administration-maybe, just maybe-he could get punched, assaulted and stabbed, while hitched. Maybe he would get a week-at Zuckerberg General Hospital-or longer-to ponder the problem. Caltrans still does not check everyone for tickets, and SamTrans still has African criminals creating mayhem on board. The letters I sent this board over the last three years-including this one-is my case. In the past four months your ineptitude could not even supply Reddyswheels for one that needed it. I sent in forms, called them, and five months-later-nothing at all.

Due to your plain incompetence, administrative corruption and lack of public suitability, this board even lacks a vision on how it would make a real profit, and not one takes in federal deficit payments. The USA is flat broke. The federal deficit is now over 35 trillion dollars, and the deficit cap has been over ridden 90 times. All your profit plans still rely on federal payments.

The Murder Attempt of a SamTrans Passenger

On July 3rd, I picked up the ECR at San Carlos. I got on with my transfer, and tried to sit down in the six front row senior seats. However, there was an African on the west side of the bus-screaming-"these seats are mine." On the east side of the bus, two of the senior seats were taken by his wheelchair that he was not using. So, I flipped down the one remaining seat, and sat down. I was heading to the San Bruno BART Station, to catch the 141 to Skyline College. It is about an hour ride, so I thought I would catch a short snooze. Generally, when the squawk boxes are not working, or constantly blasting us as if we are on a prison ride, I sleep easily. However, the African with his foot out over two of the seats on his side, keeps screaming, "These are my seats. Why are you stopping the F..... bus? And, he is pointing all over the place and towards me. And, then he repeats himself over and over. I ignore him.

Emil Lawrence MBA
Paralegal Investigator
Hotel Shores Landing
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At Sneath and Avalon, he leans over and grabs my Trader Joe's green canvas lunch bag and computer. He tells me, "These are my things, get off the bus-white nigger, these are mine, now." I get wide awake and stand-up. I tell him, "Look, give me my stuff back." But, he screams, "F... you whitey, these are mine, get off the bus." There is a bus pole between us, so he starts swinging and hitting me with the bags. I grab my canvas bag out of his hands, and then he uses this left to punch me in the face. So, I fist up my right hand and hit him several times on the left side of his face. However, he is sitting down and ducking his head into his lap. My blows are connecting with his thick skull and left ear. Then, he pulls a knife or sharp scissors. I see about four inches inside a white cloth, in his left hand. He goes for my neck or face with the knife, but knowing some Jiu-Jitsu, I deflect the knife with my right wrist. That is my first cut. There is blood.

I look at my cut, and then yell to the SamTrans bus driver, "He has a knife." As she stops the bus and gets out leaving it running, he stabs me in the stomach, twice. I'm now bleeding from three wounds.

Passengers are exiting as I escape too. The African now gets up and jumps into the bus driver's seat, to control the bus. The SamTrans bus driver is using her phone and calling the police, but her back is facing her bus. She cannot see what is happening. So, I yell to her, "He is attempting to driver your bus." The African's bad luck, we were only one block from the San Bruno Police Station. The African pulls the bus out of the lane and smashes into a police car. They jump out and point the weapons at him. And, I assume they are going to have him "Make their day." I end up at Zuckerberg General Hospital for a week.

The PCJPB's denial of all my past letters and complaints caused this assault, battery and attempt at murder. As PCJPB Directors you sit in your fat chairs giving the public two minutes of your time. You have a PR department that does nothing to resolve problems with your drivers and passengers. Yet, all of you pretend to be directors, when you have shown that when it comes to the human condition as a transportation unit, you have been failing in your task as directors for the past three years.

When it comes to transportation issues you pretend with the financial algorithms that go with the job, which is: Get the fed to pay for your deficits.

By reading the papers, many people feel that the PCJPB tries to cover up real facts with the social application of transportation minutiae. A SamTrans bus ran over a woman six weeks ago. The PCJPB cut the news short. I tried to call in my assault aboard a Caltrans passenger car, and your phone jockey did not ask for my name or phone number.

Last month, I took a SamTrans near SFO. The African driver had all the windows open and the air conditioner on. I tried to close some windows and this bus driver would stop the bus-where ever-and re-open them. Directors, this is your system...

Sincerely,
Emil Lawrence

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Tuesday, August 6, 2024 1:30 PM
To: Board (@caltrain.com)
Subject: Meeting Postponed - August 7th 28th Street/Little Portugal BART Station Hybrid Community Meeting

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Dear Valued Community Member,

In honor and remembrance of the passing of Chris Esparza, who was both a community leader and visionary, and valued member of the Project's 28th Street/Little Portugal Community Working Group, we will be postponing the 28th Street/Little Portugal Community meeting scheduled for Wednesday, August 7, 2024. We are still in the process of rescheduling the meeting to a later date in August and will share the updated date when available.

VTA extends our heartfelt condolences to his family, friends, and this community.

Best,

VTA's BART Silicon Valley Phase II Extension Project

Have a question for us about Phase II?

Visit www.vta.org/bart or email us vtabart@vtabsv.com



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VTA BART Phase II

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3331 N First Street

San Jose, CA 95134

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From: Richard Skaff <richardskaff1@gmail.com>

Sent: Tuesday, August 06, 2024 10:16 AM

To: Tina Dubost <dubostc@samtrans.com>; San Francisco Board of Supervisors <board.of.supervisors@sfgov.org>; Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Cc: PIU.PIU@doj.ca.gov; accommodations@calcivilrights.ca.gov; Access Complaints - Kevin Kish <contact.center@calcivilrights.ca.gov>; Dr. Sachin Dev Pavithran <info@access-board.gov>

Subject: Re: New Cal Train - Is It Accessible?

You don't often get email from richardskaff1@gmail.com. [Learn why this is important](#)

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Hello.

The following picture shows the "wheelchair-accessible bathrooms" on the new, electric Cal Trans trains.



Based on my code and regulatory background and knowledge, and what an accessible bathroom should look like, the picture shown is one of the new "accessible" bathrooms on the new CalTrain cars, but it appears to not be accessible to those using many manual and most electric mobility devices!

By the way, there wasn't any information on the Cal Train website that talks about how a person, using an electric wheelchair or scooter, would open or close the bathroom door! What's the force required to open/close that door? And, will a person in a large electric wheelchair, like a Permobil, or an electric scooter, be able to maneuver into the bathroom, and close the door behind them, and then when through, open the door?

Does Cal Train have a disability advisory committee? If so, did they inspect the trains (and the doors between trains) and the "accessible bathroom" and determine whether everything, including the seating locations for passengers using mobility devices, are all accessible?

Richard Skaff, Executive Director
Designing Accessible Communities
Cell: 707-755-1681

Email: richardskaff1@gmail.com

***"Get in good trouble, necessary trouble,
and redeem the soul of America"***

A statement made by civil rights
leader, John Lewis

**"Fighting Hate
Teaching Tolerance
Seeking Justice"**

The Southern Poverty Law Center

"Nothing about us without us"

A statement made by people with disabilities

On Mon, Aug 5, 2024 at 7:15 PM Richard Skaff <richardskaff1@gmail.com> wrote:

I don't know about you, but I find the website I've pasted below for the Cal Train, absolutely insulting!

We, people with mobility disabilities, who use mobility devices like wheelchairs and scooters, should apparently just shut up and accept having only three wheelchair seating locations in a brand new electric train system as acceptable! Really?

How many "other", non-disabled riders are permitted to ride on those same trains when they are full?

<https://www.caltrain.com/rider-information/accessibility/riding-disability/using-wheelchair>

This is not a very old train or train system. It's a new system with new equipment that uses electricity to operate instead of diesel as the train's fuel.

And people with disabilities have been provided three wheelchair seating locations? And for those three seating locations, do each have access to an accessible bathroom, windows, table, and dining car (if there is one) available to them?

At best, this is unacceptable!

Richard Skaff, Executive Director
Designing Accessible Communities
Cell: 707-755-1681

Email: richardskaff1@gmail.com

"Get in good trouble, necessary trouble, and redeem the soul of America"

A statement made by civil rights leader, John Lewis

"Fighting Hate,

Teaching Tolerance,

Seeking Justice"

The Southern Poverty Law Center

"Nothing About Us Without Us!"

The Disability Community Mantra for full and direct participation in all decisions that impact their lives

Using a Wheelchair

Wheelchair Accessibility

The **Gallery train** sets have at least one wheelchair-accessible car that can accommodate three wheelchairs and use an onboard wheel-chair lift.

The **Bombardier train** sets have up to five wheelchair-accessible cars and use the accessible ramp or the mobile platform wheelchair lift.

Wheelchairs are boarded (oh, the people that use those wheelchairs aren't boarded? Just their wheelchairs?) at all accessible stations listed in the box on back. For all trains, please wait at the blue international wheelchair symbol painted on the platform for the conductor to assist you.

- If a train already has the maximum number of wheelchair/mobility device customers on board, the conductor will ask you to wait for the next train. (Is that what the conductors tell all of the other passengers wanting to use the new electric train system, or does that, based on a available seating, happen?)
- If it is the last train of the day, Caltrain will provide you with paratransit service to your destination. (And, how long will that effort to get a paratransit vehicle show up?)
- If you or your attendant can fold your wheelchair and you can transfer to a seat, you may board the train even if all the wheelchair spaces are occupied.

From: [Javier BT](#)
To: [Public Comment; Board \(@caltrain.com\)](#)
Subject: Publicly reporting train deaths
Date: Thursday, August 8, 2024 5:50:33 PM

Some people who received this message don't often get email from cbt88230@gmail.com. [Learn why this is important](#)

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Dear Caltrain officials,

I read in the newspaper recently that Caltrain has stopped telling the press when a person is killed by a train in the hopes that other people won't kill themselves that way.

A few years ago, an unusual number of young people were killed by the train in Palo Alto. This information caused the community to jump into action and Project Safety Net was born. Parents formed a group called Track Watch to physically remove youths from the tracks to stop suicides. Project Safety Net resulted in a walk-in clinic for teens in Palo Alto. And Track Watch was replaced by surveillance cameras by the city in order to provide 24/7 coverage of the tracks. Eventually the rate of suicides dropped.

But what if it increases again? I guess you're saying that you can solve this problem all by yourself. Of course we'll never know if you're successful because you'll keep the data secret.

You need to re-think this misguided policy.

Carlos in Redwood City

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Thursday, August 8, 2024 7:00 PM
To: Board (@caltrain.com)
Subject: Rescheduled: August 21st 28th Street/Little Portugal BART Station Hybrid Community Meeting

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Dear Valued Community Member,

VTA's BART Silicon Valley Phase II Extension Team is refining the above ground station configuration for the 28th Street/Little Portugal BART Station. VTA invites you to join the public meeting in-person or online, learn about these updates, and share your thoughts. Your feedback will help inform the final station area layout. Below is information on the meeting.

VTA's 28th Street/Little Portugal BART Station Hybrid Community Meeting

Wednesday, August 21st, 2024

Event Starts at 6:00 PM and Presentation Begins at 6:30 PM

Roosevelt Community Center's Multi-purpose Room

901 E. Santa Clara St.

San Jose, CA 95116

Light refreshments and activities for children will be provided.



28th Street/Little Portugal BART Station Hybrid Community Meeting



Wednesday, August 21, 2024

Event Starts: 6:00 pm

Presentation: 6:30 pm

**Roosevelt Community Center | Multi-Purpose Room
901 E. Santa Clara St., San Jose, CA 95116**

Light refreshments and activities for children will be provided.

(If planning to arrive at the event by public transit VTA Routes 22 and 23 are available nearby. If planning to drive, free parking will be available on-site.)

If you are interested in attending in-person or virtually, please fill out the RSVP form below and share your translation needs by August 14, 2024. If you plan to attend virtually, information on how to join the meeting online will be sent to you.

Confirme su asistencia para solicitar necesidades de traducción.

Vui lòng trả lời để yêu cầu dịch thuật

Confirme presença para solicitar necessidades de tradução

RSVP Here: <https://www.eventbrite.com/e/943853028817?aff=oddtcreator>

We look forward to seeing you at the public meeting and hearing your valuable input. If you have any questions or require further information, please don't hesitate to reach out to us. Thank you for your time, and we appreciate your ongoing commitment to our community.

Best,

VTA's BART Silicon Valley Phase II Extension Project

Have a question for us about Phase II?

Visit www.vta.org/bart or email us vtabart@vtabsv.com



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3331 N First Street

San Jose, CA 95134

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From: Lanny Wilson <lannyfwilsonmd@ameritech.net>

Sent: Tuesday, July 30, 2024 10:38 AM

To: Public Comment <publiccomment@caltrain.com>

Cc: Kurt Topel <topelkurt@gmail.com>; Steve Laffey <steve.laffey79@gmail.com>; Steve Laffey <stephen.laffey@illinois.gov>; Debbie Hare <deborah.m.hare@gmail.com>; Hilary Konczal <hkonczal@sbcglobal.net>; Hilary Konczal <hkonczal@metrarr.com>; Betty Olivera <bolivera@huronconsultinggroup.com>; Betty Olivera <bolivera@hcg.com>; Karen Darch <kydarch@comcast.net>; Karen Darch <kdarch@barrington-il.gov>; C. Joseph Amore <amorexpress@sbcglobal.net>

Subject: Caltrain's new policy is working!

You don't often get email from lannyfwilsonmd@ameritech.net. [Learn why this is important](#)

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

To whom it may concern:

My name is Dr. Lanny Wilson, and I have chaired the DuPage Railroad Safety Council (DRSC) since its inception almost 30 years ago. Our mission is to "Eliminate deaths and injuries at railroad crossings and along railways". We are fortunate to collaborate with such organizations as the Federal Railroad Association (FRA) and Operation Lifesaver (OLI), My commitment to railroad safety began when my daughter died at a railroad crossing on March 2,

1994.

During the life of our grassroots organization, we have seen an impressive decrease in railroad crossing deaths and injuries (of more than 50%). However, in this same time period, we have witnessed a significant increase in deaths along the railways - especially related to suicides. It is no surprise to us that Caltrain has recognized that most pedestrian deaths along their lines today are suicides.

One of the saddest, and most common causes for railway suicides is a phenomenon referred to as "Copycat Suicides". When three celebrities (Robin Williams, Kate Spade, and Anthony Bourdain) committed intentional death by hanging between 2014 and 2018, hanging became a common means of ending lives for a while. In the Chicagoland area, we have recognized this "Copycat" phenomenon, using the railroad tracks as the means of committing suicide on multiple occasions.

It appears that Caltrain has commendably adopted a policy of not disclosing details of pedestrian strikes to the media to help prevent the phenomenon of "Copycat Suicides" - and it appears to be working. It is our understanding that in 2024:

>> Prior to the above decision, there were 2 deaths in January, 2 deaths in February, 3 deaths in March and 3 deaths in April.

>> After the change, Caltrain had 1 death in May, 0 deaths in June, and 1 death in July.

This is persuasive data.

The DuPage Railroad Safety Council applauds Caltrain's decision. You are saving lives! Thank you.

Your partner in Railroad Safety,

Lanny F. Wilson, M.D. (Chairman)
DuPage Railroad Safety Council

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