



JPB Board of Directors
Meeting of September 5, 2024

Correspondence as of August 16, 2024

Subject

1. Letter RE: Fence at Mountain View Caltrain Station
2. Time-sensitive collaboration: air quality benefits of electrification
3. Homeless encampment on Caltrain Property poses Fire hazard
4. Notice of Pump Test in Downtown VTA's Block 8/14/24 - 8/30/24
5. FW_ New Cal Train - Is It Accessible? *(Staff Response)*
6. FW_ New Cal Train - Is It Accessible? *(Commentor's Reply)*
7. Media Release: BART-Caltrain Connection: Another Way?

Dear Caltrain,

Hello, my name is John Burton, I am a Mountain View resident and I appreciate local public transportation. While Caltrain may pale in comparison to the rest of the world, having seen the rest of the country, we are lucky to have it.

This letter is in regards to the fence "protecting" the parking lot along W Evelyn ave at the Mountain View Caltrain station

I feel this fence should be removed. I often approach the caltrain station from Bush st, the fence however extends to View st on one side and Madera Way on the other. This extends my walk so much that it is easier to hop the fence, which I do every time. I have developed a deep loathing for this fence. It is something that no pedestrian friendly society should accept. Hurting the pedestrian experience so cars have a visual guide for how to park. A guide they do not use, as you can see from the many dents in the fence.



The solution, REMOVE THE FENCE. If that is too difficult, remove a section of the fence, or build a gate. My hatred of this fence is so deep I wrote this letter. This fence is anti-pedestrian and to an extent anti-human. Society will have slightly improved the day this fence is destroyed.

Sincerely, John

From: [Joshua Apte](#)
To: [Sam Sargent](#); [Michelle Bouchard](#); sbullock@caltrain.com; [Dan Lieberman](#); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Time-sensitive collaboration: air quality benefits of electrification
Date: Sunday, August 11, 2024 4:26:46 PM

You don't often get email from apte@berkeley.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 colleagues -

With apologies for sending a cold email, I am interested in leading a short-term research study to demonstrate the large air quality benefits of Caltrain's electrification that will become apparent over the next several weeks. Would Caltrain be interested in collaborating with a UC Berkeley team on this?

Might you be able to speak briefly or direct me to the right people?

By way of introduction, I'm an environmental engineering professor at [UC Berkeley](#) who focuses on air quality, health, and the clean energy transition. The Caltrain electrification is a fantastic case study of the dramatic improvement in air quality that will soon benefit passengers and neighbors. A decade ago, my colleagues and I measured the emissions of your older diesel fleet (peer-reviewed [study](#)). I believe your new trains will be entering service gradually over the next several weeks, which provides a compelling opportunity to demonstrate the air quality benefits of Caltrain electrification.

What we'd need: We have the necessary staff and equipment, but are wondering about the possibility of collaborating around a few details: site access, operational information, and your general input on how to learn the most from this exciting natural experiment.

Please let me know if you'd be able to discuss this with me, or if you suggest I speak with any of your colleagues.

kind regards,

- Josh

PS - Congratulations on reaching this important milestone. It's a big deal!

Joshua Apte | apte@berkeley.edu | [group website](#) | [@joshapte](#)
Associate Professor, University of California, Berkeley

Department of Civil & Environmental Engineering () and School of Public Health ()

Name: [redacted]
Address: [redacted]
City: [redacted]

[You must show an email from your landlord (if you own, please show a deed) or a letter from the City of Redwood Falls, MN, dated 10/15/2020, stating that you are a resident of the property.]

ATTENTION: This small space does not have an electrical outlet. Do not open attachments or check outlets from outside the tent.

In What City are you?
The City of Redwood Falls, MN, 56570. The tenting and business there is a business arrangement as your drive way that is located between my property and the Redwood City Car Wash at 218 1/2 Center Redwood City. The arrangement gives liability to their firm and your property has no direct proximity to be arranged on your driveway.

I have contacted Redwood Falls Police and the City of Redwood and they both determined that since it is considered private property only you can have the business arrangement entered.

Look forward to helping the community prosper.

Thank you,
[redacted]
[redacted]
[redacted]







Loana Lumina-Hsu

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Tuesday, August 13, 2024 3:00 PM
To: Board (@caltrain.com)
Subject: Notice of Pump Test in Downtown VTA's Block 8/14/24 - 8/30/24

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



Notice of Pump Test in Downtown VTA's Block 8/14/24 - 8/30/24

What

- Contractors will be conducting pump testing near North Market around the future Downtown San José Station to help prepare for VTA's BART Silicon Valley Phase II Project.

Where

- The work will take place in Downtown VTA's parking lot, 55-A W Santa Clara St.



When*

- Work will be conducted as early as Wed. Aug 14 – Fri. Aug 30.
- General working hours will be 7:00AM- 5:00 PM.
- Additional 24-hour work will occur towards the end of the test.

* Please note that timelines for construction activity have some inherent uncertainty and may change depending on field conditions and/or inclement weather.

What To Expect

- The work activity will include field equipment that includes a sonic drill and casing, pumps, storage tanks, and generators. There will be a speed bump protecting a pipe will run in the sidewalk and into the road on the northbound Market St.
- Pump test operations will involve the use of high-capacity pumps and generators to assess groundwater.
- Staff on site during the four 24-hour testing days.
- This work activity does not typically generate dust.
- This work will generate moderate noise.
- Partial parking will be impacted by this work.

Why

- This work is necessary to help prepare for VTA's BART Silicon Valley Phase II Project.

Have a question for us about Phase II?

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



VTA BART Phase II

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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You are receiving this email because you opted in via our website.

Our mailing address is:

Valley Transportation Authority
3331 N First Street
San Jose, CA 95134

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).



From: Tina Dubost <dubostc@samtrans.com>

Sent: Wednesday, August 14, 2024 5:21 PM

To: Richard Skaff <richardskaff1@gmail.com>

Cc: PIU.PIU@doj.ca.gov; Ida A. Clair <ida.clair@dgs.ca.gov>; Eric Driever, AIA, CASp <eric.driever@dgs.ca.gov>; London Breed <MayorLondonBreed@sfgov.org>; San Francisco Board of Supervisors <board.of.supervisors@sfgov.org>; Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>; 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?

Dear Mr. Skaff:

Thank you for your interest in the Caltrain electric vehicles.

As part of the design of the new trains, we engaged with numerous

groups, including the Caltrain Accessibility Advisory Committee (CAAC) who played a pivotal role with their feedback. A full-scale mock-up of the restroom was created, allowing CAAC members to interact with it. (Several members who use power wheelchairs went into the mock-up restroom.) Their input led to multiple beneficial changes, including the placement and addition of multiple grab bars and emergency buttons, signage improvements and details such as coat hooks that are flush to the wall when not in use.

The restroom was designed in compliance with 49 CFR Part 38, Subpart E, Section 38.107 which stipulates the design of onboard restrooms for commuter railcars. The design has been reviewed by the Federal Railroad Administration (FRA) passenger rail division and they took no exception to the design. The force required to open/close the restroom door is 5 pounds.

Each train car has wheelchair locations for people who use manual or electric wheelchairs or scooters. The wheelchair locations have windows. Caltrain does not have dining cars.

Wheelchair users are not able to travel between cars while the train is in motion. They may disembark and travel on the platform to get to another car.

For blind, low vision and deaf/hard of hearing riders, there are audio and visual announcements on the train. On the station platforms, there are audio and visual announcements. There is directional tile to get to the ticket vending machines and to the area for people needing assistance. The Clipper card readers emit a beep to make it easier for blind and low vision people to find them to tag on and off. There is warning tile at the platform edge.

People needing assistance may wait in the blue boarding assistance area at the north end of the platform. Conductors are trained to go to people in the boarding assistance area to ask how they can assist.

We will work with our communications team to review and update our

website to convey the accessibility designs of the new trains.

Our goal is to provide safe, accessible, and inclusive transportation for all passengers. We appreciate your dedication to this cause and welcome any further input you may have as we work together to create a more accessible and accommodating travel experience for everyone.

My background includes over 26 years of experience working in accessible transportation. I work closely with other expert team members, including people in Rail, Communications and Facilities.

Thank you for your interest in Caltrain.

Tina Dubost

Manager, Accessible Transit Services

Office: 650-508-6247

From: Richard Skaff <richardskaff1@gmail.com>

Sent: Tuesday, August 6, 2024 9:55 AM

To: Tina Dubost <dubostc@samtrans.com>

Cc: PIU.PIU@doj.ca.gov; Ida A. Clair <ida.clair@dgs.ca.gov>; Eric Driever, AIA, CASp <eric.driever@dgs.ca.gov>; London Breed <MayorLondonBreed@sfgov.org>; San Francisco Board of Supervisors <board.of.supervisors@sfgov.org>; Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

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

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Tina Dubost, ADA Coordinator

Caltrain

Ms. Dubost.

Although I greatly appreciate your response to my email inquiry, your email didn't provide any details relating to your statement that all of the new train cars are accessible and the bathrooms are accessible.

Your response provided no details supporting those statements.

When you state that all train cars are accessible, what does that mean? Are there seating locations in each car for passengers who use manual or electric wheelchairs or scooters? If so, do each of those accessible seating locations include all of the accoutrements that are available at the seating locations for the general public, including view windows, electrical outlets, and tables? And, can a person using a wheelchair or scooter travel between cars? If so, what is the door operating force at the end of each car?

As to the "accessible bathrooms", what was the bathroom design based upon? What is the door force to close and open the bathroom door? Is the door powered, for those unable to operate the door manually? The toilet appears to only provide a forward approach, which in most cases wouldn't allow a person using a wheelchair to transfer from their chair to the toilet. And although required in an accessible single use bathroom, there appears to not be a grab bar on the wall behind the toilet. And overall, there appears to be only limited forward facing space for a person using a wheelchair, making it impossible to turn around to better access and open/close the bathroom door.

What features in the new electric Cal Train cars and stations have been used to help blind and low visioned passengers safely negotiate the Cal Train stations and train cars? Please also provide details about the station and cars that will help a blind/deaf passenger to function safely in the new Cal Train system.

Your email stated that the Cal Train website is being updated. What, if any features will be included in that system to make that service accessible to everyone, including potential train passengers with mobility, sight, and hearing disabilities?

I would also appreciate being provided your training and background. Your contact information on the Cal Trans website states that you are the "Acting" ADA Coordinator. How long have you been in that position and were you responsible for the "accessibility" features of the new Cal Train cars?

If Cal Train has a disability advisory committee, did the members "approve" all of the access features in the new Cal Train cars, including the "accessible" bathroom? Who actually designed the new Cal Train "accessible" bathrooms?

And last, I'm still expecting a response to all of the other issues I raised in my August 5th email to you.

Thank you.

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

On Tue, Aug 6, 2024, 7:40 AM Tina Dubost <dubostc@samtrans.com> wrote:

Dear Mr. Skaff:

We are in the process of updating our website before the launch of the new Caltrain service in late September.

All of the train cars on the new electric service are wheelchair accessible.
The restroom is accessible.

Thank you for your interest in Caltrain.

Tina Dubost
Caltrain

From: Richard Skaff <richardskaff1@gmail.com>

Sent: Monday, August 5, 2024 7:15 PM

To: Richard Skaff <richardskaff1@gmail.com>

Cc: PIU.PIU@doj.ca.gov; Tina Dubost <dubostc@samtrans.com>

Subject: New Cal Train - Is It Accessible?

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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!

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Cell: 707-755-1681
Email: richardskaff1@gmail.com

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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.

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Tina Dubost, Manager Accessible Transit Services

Cal Train

Hello, Ms. Dubost.

First, thank you for the detailed response. Much appreciated.

I was interested to learn, from your most recent email, that **members of your Agency's Caltrain Accessibility Advisory Committee (CAAC), reviewed a mock-up of what is now the Cal Train "accessible" bathroom and found the mock-up to be completely accessible .**

Apparently, those committee members determined that, when built, the new Cal Train on-board bathrooms would be fully and completely accessible for everyone, including those with mobility disabilities, who use a manual or electric wheelchair, or electric scooter for mobility.

Please provide the names as well as the State Building Code and federal regulatory standards experience of each member. I will need that information to better understand how each of the Committee members came to that conclusion.

Your email also stated that, **"The restroom was designed in compliance with 49 CFR Part 38, Subpart E, Section 38.107 which stipulates the design of onboard restrooms for commuter railcars."**

Although I have not physically been on any of the new Cal Trans electric trains or had an in-person opportunity to see any of the Cal Train new "accessible" bathrooms, based on the on-line photos of the Cal Train "accessible" bathrooms that I've seen, it appears that the actual "accessible" bathrooms may, in fact, not be accessible to those using large electric wheelchairs.

At some point, I would appreciate an opportunity to meet with you and members of your Caltrain Accessibility Advisory Committee (CAAC) that determined that the final design of the train bathrooms, are, in fact, completely accessible.

I look forward to your timely response.

Thank you.

Richard Skaff, Executive Director
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Cell: 707-755-1681
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Email: richardskaff1@gmail.com

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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: LoopWorks <rob-milpitasprt.com@shared1.ccsend.com>
Sent: Thursday, August 15, 2024 7:33 PM
To: Board (@caltrain.com)
Subject: Media Release: BART-Caltrain Connection: Another Way?

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LoopWorks

[View as Webpage](#)

MEDIA RELEASE

For Immediate Release: August 15, 2024

Contact: LoopWorks
1421 Yellowstone Ave, Milpitas, CA 95035
Attn: Rob Means, Rob@MilpitasPRT.com

BART-Caltrain Connection: Another Way?

Stakeholders in transit's future share a live conversation with We the People.

Due to projected costs exceeding \$12B, combined with a low return on investment, some community **leaders are questioning** the use of BART technology to connect the Berryessa BART Station with the Diridon Caltrain Station. The public is invited to join a public conversation about the future of local transit on Wednesday, Sept. 4, 6:30 pm – 8:00 pm in the Milpitas Library Auditorium, 160 N Main Street.

Here in Santa Clara County, Valley Transportation Authority (VTA) plans a \$12B mega-project that will do nothing to solve our congestion and Climate problems until 2037 or later - if we can pay for it!

Referring to BART Extension Phase II, the Mercury-News Editorial of June 20, 2024 said "This project has been driven by politics rather than sound policy and financial planning." Bay Area News Group Opinion Editor Daniel Borenstein went further: "As we editorialized in 2021, 2022, and 2023, as costs keep rising and VTA transparency remains abysmal, the BART extension should be subjected to complete and rigorous independent review. But it's become clear that VTA leaders are not about to let that happen."



That inspired LoopWorks Secretary Rob Means to suggest sponsoring a transit forum. “VTA invested in pre-development work to learn how expensive the BART Burrow will be. Now is the time to re-evaluate spending \$12B on a transportation technology developed in the 1960’s.”

LoopWorks, leader of the Milpitas Personal Rapid Transit (PRT) project, is hosting the transit forum using an open fishbowl conversation format. Four panelists and the moderator will occupy the center circle/fishbowl of 6 chairs, leaving one chair empty. After the moderator introduces the topic, panelists start the discussion. Attendees outside the fishbowl listen in on the conversation; those wishing to participate do so by taking the empty seat. Attendees and online viewers are expected to quickly grasp current transit challenges, and start community-level thinking about next steps.

The transit forum will be moderated by Belinda Quesada, KCXU (92.7 FM) radio host and producer. Panelists will represent 4 segments of our community including an advanced transit expert, a VTA spokesperson, a champion for transit riders, and an environmentalist. Due to the tight schedule, we plan to start promptly at 6:30 pm. Because the Milpitas Library Auditorium is limited to 120 people, please [RSVP here](#) if you plan to attend in person. Visit the [BART-Caltrain Connection webpage](#) for details, agenda, list of invitees, and streaming link.

LoopWorks is a non-profit mutual-benefit corporation with a governance structure that is local, democratic, and balanced. For more information, visit MilpitasPRT.com or email info@MilpitasPRT.com.

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