

JPB CAC

CORRESPONDENCE
AS OF

September 17, 2024

From: [Ameer Alghusain](mailto:Ameer.Alghusain@gmail.com)
To: Manager6@adr.org; [Pine, Dave \[dpine@smcgov.org\]](mailto:Pine.Dave@smcgov.org); [Corzo, Noelia \[ncorzo@smcgov.org\]](mailto:Corzo.Noelia@smcgov.org); SMC_SupMueller@smcgov.org; [cacsecretary \[caltrain.com\]](mailto:cacsecretary@caltrain.com); [Caltrain BOD Public Support](mailto:Caltrain.BOD.Public.Support@caltrain.com)
Cc: [Andrew Liles](mailto:Andrew.Liles@caltrain.com); [Harrison, James \[JHarrison@olsonremcho.com\]](mailto:Harrison.James@olsonremcho.com); [Myles-Primakoff, Anna \[amyles-primakoff@olsonremcho.com\]](mailto:Myles-Primakoff@olsonremcho.com); [Tom Willis](mailto:Tom.Willis@caltrain.com)
Subject: Notice of arbitration invocation under State of California laws with the American Arbitration Association and possible invocation of Federal Railroad Safety Act in the US District Court- San Francisco
Date: Tuesday, August 27, 2024 5:33:16 PM

[Some people who received this message don't often get email from ameer.alghusain@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

To Transit America Services, Inc(TASI). A subsidiary of Herzog Inc.

To San Mateo County Transit District.

To The Peninsula Corridor Joint Powers Board, which owns and operates Caltrain.

Please take this firm legal notice as invocation of the arbitration action with the American Arbitration Association, San Francisco Office, in regard to second violation of signed settlements agreements with TASI and Caltrain. When I emailed TASI and Caltrain attorneys (just the attorneys) about safety concerns and potential misuse of tax payers \$\$, as these acts are protected activities and must have remained confidential, not to neglectfully to be forwarded to an adversary parties who are now facing severe federal lawsuits in US District Court for fraud and violation of Federal Railroad Safety Act (FRSA) ^{SEP 11} 49 U.S.C. §20109. As whistleblower, my information should have been kept confidential by attorneys and executives of TASI and Caltrain.

I am including San Mateo County Transit District as all my prior efforts to resolve issues and warn Caltrain about serious safety concerns were ignored, and is being ignored.

It was surprising how Caltrain cuts the ribbons last two weeks, while injuries and safety incidents have been occurring at CEMOF but you chose to not disclose to the public.

The workers and community and I are tired of Michelle Bouchard and her team of Christopher Harvey and Henry Flores, they have been misusing our tax \$\$ for years and wasted billions of state and federal funding, look at Joe Navvaro case, who is a criminal and we warned the agency years ago about him. Joe was on trial few months ago for misuse of tax \$\$ but Michelle and Henry and Harvey have more damage done, you will find out later as they were one group for every thing and I stand behind my statements.

It is upsetting and concerning we see Caltrain cutting the ribbons operating the new EMU trains with no regard to the safety of the system, in an electrified rail if not designed and built properly, safety will deteriorate over time, I am certain you will kill people and Caltrain will hide these safety incidents from the public and the authorities.

We voted on measure RR to provide dedicated tax funding for Caltrain, we ad people can take it back, we want the current executive administration of Caltrain to resign immediately, and find competent leadership that cares for our taxes and build us a safe rail line. We don't want to see Caltrain fancy extravagant political celebrations at the expense of our misused tax dollars and our American lives. The Caltrain line should have been completed 5 years ago, and I assure you it need an additional 5 years to fix the incomplete work, a fraudulent work that Caltrain knowingly and negligently approved to be safe.

Caltrain procurement management grants contracts under the table for their favorite suppliers, they avoid the cash threshold that requires second signature and requires public bid, surprisingly those who dine and wine and play golf with suppliers are the same managers who grant these contracts to their favorite people, that's a fact I am certain of,

now you need to investigate and review every bid related to the Caltrain contracts.

Please follow the proper legal procedures and respond accordingly,

Ameer Alghusain
Mobile (310) 926-9090

Sent from my iPhone

From: [Cole Allen](#)
To: [Board \(@caltrain.com\)](#); [Michelle Bouchard](#); [Sam Sargent](#); [cacsecretary \[@caltrain.com\]](#)
Subject: New Caltrain schedule
Date: Wednesday, August 28, 2024 11:48:11 AM

[Some people who received this message don't often get email from cwallen416@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

Hello,

My name is Cole Allen. I am a frequent Caltrain rider and I am VERY excited that electrification is now finally a reality with Caltrain. I took my first ride on one of the electric trains last week, and it was amazing! This ride felt so much more modern.

There is one thing I did want to bring up with Caltrain about the new schedule that will be effective September 21. I have been riding Caltrain since 2013 - I initially rode the train every day to/from SF and my home in Redwood City, but during the pandemic that changed and I now telework for the most part, but I do still ride about 2 or 3 times a month to the city for conferences or other work-related events (or to get to the city on weekends without the hassle of parking) and with the express trains, I noticed that up until now, all peak direction express trains would run nonstop between SF and Millbrae and prior to the pandemic, there were two station stop patters for the express trains (Pattern 1 was SF, Millbrae, Hillsdale, Palo Alto, Mountain View and SJ while Pattern 2 was SF, Millbrae, San Mateo, Redwood City, Palo Alto, Sunnyvale, SJ and Tamien), but in the new schedule, it shows that the express trains will only do one station pattern (all the "baby bullet" stops rather than just half and half) and they will also stop at 22nd Street and South SF as opposed to running nonstop between SF and Millbrae. I'd like to ask: WHY is Caltrain doing this - I highly implore Caltrain to instead revert to the exact same express train stopping patterns that they previously did BEFORE the pandemic in order to decrease travel time even more, and not have express trains stop at 22nd St. since all the local trains would stop there anyway and that a popular place for peak direction commuters to disembark in the morning or board in the evening.

Best,
Cole Allen

Sent from my iPhone

From: [Garrett Clark](#)
To: [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])
Subject: Palo Alto Station Tunnel Safety
Date: Friday, August 30, 2024 5:48:30 PM

You don't often get email from clark98garrett@gmail.com. [Learn why this is important](#)

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

Hello Caltrain Community Advisory Committee,

My name is Garrett Clark and I regularly ride Caltrain and use the Palo Alto station.

I walk through the tunnel at Lytton Ave in the Palo Alto station almost every day. I've had multiple close calls where bicyclists round the corner from the ramp quickly and almost hit me as they enter the underpass. The walkway is wide enough for a bike to pass a pedestrian, but there is no visibility of the ramp from the tunnel or vice versa. If I could see a bicyclist approaching from the ramp, I could step out of the way while they pass. If they could see me, they would hopefully slow down, make a tighter turn, or choose to walk their bike to avoid a potential collision.

I recently used the tunnel at the Santa Clara station and noticed that there are visibility mirrors at the corners, which worked great! I could easily see and step out of the way of both cyclists and other pedestrians as I entered and exited. I am hoping that a similar solution could be implemented at the Palo Alto station. This seems like a great way to improve visibility and make the underpass safer for the many people that use it every day.

Please consider advising the Board of Directors to study this safety improvement and implement it quickly.

Best,

Garrett Clark
J.D. Santa Clara University School of Law

From: [Richard Swent](#)
To: [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])
Subject: Bike security on new cars: will the cameras help?
Date: Wednesday, September 11, 2024 12:20:12 PM

You don't often get email from richard.swent@gmail.com. [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 Citizens Advisory Committee,

There is increasing concern among bicyclists about the lack of security for bicycles on the new electric train cars because bicyclists cannot see their bikes after parking them. There are security cameras on the cars but at the moment they are not proving to be a deterrent. I would like the CAC members to ask some questions of Caltrain staff regarding these cameras and make the answers public to aid concerned passengers. I have heard that the feed from these cameras would be made available to riders so they can monitor their bikes. Can Caltrain staff confirm this? If the answer is yes, how and when will the camera feeds be available? How will this be publicized? What is the field of view of the cameras? They are mounted near the doors, but a view of only the doors is not helpful for a rider sitting upstairs. By the time they can see their bike at the door it is too late. A view of the middle of the car, where a rider can monitor their bike in its storage location would be much more useful. Will the cameras see all bikes on the cars?

Thank you for assisting in getting these questions answered,
Richard Swent
Palo Alto

From: [Richard Swent](#)
To: [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])
Subject: Re: Bike security on new cars: will the cameras help?
Date: Wednesday, September 11, 2024 1:37:59 PM

You don't often get email from richard.swent@gmail.com. [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 Citizens Advisory Committee,

I want to elaborate a bit on my previous email about bike security. This is not just a worry or a potential threat - it is happening already. My son takes Caltrain from California Avenue to downtown San Francisco Tuesday through Saturday. Although the new cars have only been in limited operation on the weekends so far, he has already seen three attempted bike thefts on them. In one case a bike owner was going to retrieve his bike when he passed a thief with it waiting near the door. He confronted the thief who apologized and said he thought it was his bike because he has one that looks just like it. He gave the bike back to its owner, then got off the train without a bike and fled. No Caltrain employees saw this incident and the bike owner did not attempt to notify them. Nobody knows how many similar events have occurred.

Thanks again,
Richard Swent
Palo Alto

On Wed, Sep 11, 2024 at 12:19 PM Richard Swent <richard.swent@gmail.com> wrote:

Dear Citizens Advisory Committee,

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Thank you for assisting in getting these questions answered,
Richard Swent
Palo Alto

From: [Ameer Alghusain](#)
To: [Andrew Liles](#)
Cc: [Manager6@adr.org](#); [Pine, Dave \[dpine@smcgov.org\]](#); [Corzo, Noelia \[ncorzo@smcgov.org\]](#); [SMC_SupMueller@smcgov.org](#); [cacsecretary \[@caltrain.com\]](#); [Caltrain BOD Public Support](#); [Andrew Liles](#); [Harrison, James \[JHarrison@olsonremcho.com\]](#); [Myles-Primakoff, Anna \[amyles-primakoff@olsonremcho.com\]](#); [Tom Willis](#)
Subject: Re: Notice of arbitration invocation under State of California laws with the American Arbitration Association and possible invocation of Federal Railroad Safety Act in the US District Court- San Francisco
Date: Friday, September 13, 2024 4:11:25 PM

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

Andrew

Per our call today, please forward the below to CALTRAIN and all its lawyers and contractors,

Have a good day

Dear Michelle (Caltrain/JBP Executive Director)

Dear Joseph Vincent Navarro, a former Caltrain administrator, who has been charged with felony theft of public funds.

Dear Seth Andrew Worden, who worked at TransitAmerica Services, Inc

Dear Chris Harvey (Caltrain JBP Manager)

Dear Henry (Caltrain Rail)

Dear Scott (manger of electrification Caltrain JBP)

Dear Jon Hogan (Caltrain JBP)

Dear Aaron (TASI) former Balfour Beatty of Denver

Dear Maureen (TASI GM)

Jim of a contracted law firm Olson Remcho including all its attorneys directly or indirectly related overseeing Caltrain sole source contracts

I am leaving the US for 10 days for pleasure on behalf of the US Government, I will

Be Back to terminate your corrupt schemes and RICO (certainly Civil & but criminal it has higher levels to charge you, so Good luck with the criminal indictment, i hope you all go to federal prison not state prison like Mr. Navarro, he snitched on you all by they way. Especially Michelle, and Harvey and Henry who hired prostitutes in Salt Lake City while visiting Stadler EMU. I have receipts with pictures if you doubt that fact. I actually sent them to you.

I expect your resignation today by 5 pm. Resignation is accepted. On behalf of the people, if you refuse, you do have the right to bring your grievances all the way to the supreme court of the United States.

As a declaration, before working for CALTRAIN, I am a former US federal employee, and I will always be, I herby move the United States Federal Court to take civil and criminal actions as appropriate to protect the US and the American People.

Regardless if you resign or not, you will be served with federal courts papers and you must file an answer within 21 days (because you are not part of the US federal government) to the below court, trust me, I can see you all, I can see all your emails and text messages, I can see all your personal and business emails, your phones, microwaves and fridge, laptop, I can even smell your odor at home or work or anywhere in the Universe. So don't lie.

US Federal District Court- Northern California
San Jose Division

NOTICE OF DUTY TO PRESERVE EVIDENCE

American Railways & Ameer Alghusain have filed or has threatened to file a lawsuit against you in US Federal District Court , all sole source procurement contracts MUST be on hold immediately, other public fair bids may continue but the awards be reported to the federal government who granted funding. All DBE, Women and minorities owned enterprises and all required federal insurance requirements must be reported to FTA and FRA by Monday September 23, 2024 5 pm Washington DC time zone.

Pursuant to the rules of federal civil procedure, every party to a lawsuit has a duty to preserve all evidence which could be relevant to the suit. This includes the duty to preserve all electronic evidence, such as emails discussing the incident or related to matters at issue in the suit. This duty to preserve evidence is broad and extends to all documents, regardless of whether the document is stored electronically (such as email), records of calls, text messages, in visual or electronic format, or in hard-copy and regardless of the type of document. For example, reports, spreadsheets, photographs and videotapes are all considered documents that must be preserved. Furthermore, the duty to preserve this documentary evidence extends to all documents in existence as of the time you reasonably anticipated this litigation.

To ensure that all relevant documents are preserved, you should communicate directly with all employees and agents and lawyers or any other relevant party who have possession or control of potentially relevant evidence, including but not limited to personnel who deal with email retention, deletion, and archiving. You should advise each of these employees to preserve any relevant documents in their custody.

Furthermore, you should advise all such persons that any regularly scheduled and/or automatic deletion of email or other electronic documents must be discontinued with respect to any relevant data. In addition, any document destruction (such as shredding of documents) must cease with respect to any relevant documents. All relevant documents, both electronic and paper, must be preserved for the duration of this litigation.

Fraud or attempted fraud under 11 U.S. Code § 523 - Exceptions to discharge, is not dischargeable, means contractors and executives like Mr. Navarro will pay the owed debt under either chapter 7, 11 or 13 of the US Federal Bankruptcy Court. Regardless if it is business or personal fraudulent benefits.

I estimate this litigation to expand over 2-3 years, until then, please refrain from selling or authorize to sell or facilitate the transfer of title until the case is resolved and final court order

Thanks
Ameer
Mobile (310) 926-9099

Sent from my iPhone, an Apple Product.

We are Silicon Valley residents in California and we are Americans, very good Americans.

We love America, all of America, we love the people of America, all the people of America.
We don't work for the government, the government must work for us, the People.

Sent from my iPhone

- > On Aug 27, 2024, at 5:33 PM, Ameer Alghusain <ameer.alghusain@gmail.com> wrote:
- >
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- > To Transit America Services, Inc(TASI). A subsidiary of Herzog Inc.
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- > To San Mateo County Transit District.
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> To The Peninsula Corridor Joint Powers Board, which owns and operates Caltrain.

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> Ameer Alghusain

> Mobile (310) 926-9090

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> Sent from my iPhone