



JPB Board of Directors  
Meeting of October 3, 2024

Correspondence as of October 2, 2024

# Subject

1. Re: San Mateo Set-out Track vibration noise on SouthBound electric trains at high speed (9/27/2024)
2. Re: San Mateo Set-out Track vibration noise on SouthBound electric trains at high speed (9/28/2024)
3. Re: San Mateo Set-out Track vibration noise on SouthBound electric trains at high speed – *Staff Response*
4. Level boarding + reduction of cost for grade crossings
5. Fwd: clarification needed: Sound wall doesn't extend as far agreed upon for San Mateo Replacement Parking Track | Caltrain
6. Re: Consistency of service and communication (151 local 9/23/2024) – *Corresponder's Reply to Staff Response*
7. RE: Train 107 NB is running about 59 minutes late approaching 22nd Street.
8. JPB Board Meeting - New Ride Fare Proposal
9. RE\_ JPB Board Meeting - New Ride Fare Proposal – *Staff Response*
10. Re: JPB Board Meeting - New Ride Fare Proposal – *Corresponder's Reply to Staff Response*
11. VICTIM IMPACT STATEMENT-FOR SUPERIOR COURT-ATTEMPTED HOMICIDE ON SAMTRANS 07\_03\_24
12. RE\_ JPB Board Meeting - New Ride Fare Proposal – *Staff Response*
13. Re\_ JPB Board Meeting - New Ride Fare Proposal – *Corresponder's Reply to Staff Response*
14. Re: Consistency of service and communication (151 local 9/23/2024) – *Staff Response*
15. Safety at 4th and King Station

**From:** [Anne de la Rosa](#)  
**To:** [Angela Myrechuck](#); [Liliam Perez](#); [Board \(@caltrain.com\)](#); [jointpowersboard@caltrain.com](#); [Lisa Diaz Nash](#)  
**Subject:** Re: San Mateo Set-out Track vibration noise on SouthBound electric trains at high speed  
**Date:** Friday, September 27, 2024 5:12:10 PM

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Some people who received this message don't often get email from [agdelarosa27@gmail.com](mailto:agdelarosa27@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.

Still waiting to hear from you on our vibration issues. Hoping you have consultants on board. [https://link.springer.com/chapter/10.1007/978-3-662-44832-8\\_64?fromPaywallRec=false](https://link.springer.com/chapter/10.1007/978-3-662-44832-8_64?fromPaywallRec=false) There are things that need to be done to mitigate the situation.

If we don't hear from someone besides your public relations team, we will present our issues at the next joint powers board meeting and San Mateo City Council. So many promises have been broken in regards to this set out track project....but the new, shaking of my, and my neighbors homes (1099 and 1017) is something that hasn't happened in the 40 years that I have lived here at 1093 S B St. and it must be remediated.

Anne de la Rosa  
1093 S B St  
San Mateo, California 94401  
650-346-3682

On Tue, Sep 17, 2024 at 11:22 AM Anne de la Rosa <[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)> wrote:

We have received no response from you on our previous emails in regards to our concerns with the recent construction of the set-out track in San Mateo.

My direct neighbors and I are quite concerned about the excessive vibration and a physical "sucking" feeling everytime an electric express train goes over the new set-out track area behind our homes. I have lived here for 40 years and understand that trains cause noise and vibration, but this new vibration is stronger and more destructive than any other. We have noticeable new cracks all over our houses and we are wondering what you can do to mitigate any of these issues before the project is completed.

There's a possibility that the "suction" feeling will go away once the sound wall is completed, but since the wall is no longer extending across the intersection of 10th Ave as had been agreed with our meetings with Caltrain and the City of San Mateo, we are concerned that the vibration will just ricochet around the wall and the sound and suction could be even worse.

We would appreciate a conversation in regards to what Caltrain is doing about this issue from someone that is actually in charge of this portion of the project and not from your communications director.

Thank you.

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1093 S B St, San Mateo Ca 94401

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**From:** [Anne de la Rosa](#)  
**To:** [Angela Myrechuck](#); [Liliam Perez](#); [Lisa Diaz Nash](#); [Board \(@caltrain.com\)](#); [jointpowersboard@caltrain.com](#)  
**Subject:** Re: San Mateo Set-out Track vibration noise on SouthBound electric trains at high speed  
**Date:** Saturday, September 28, 2024 7:40:47 AM

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

Once again. Another Saturday of noisy work starting at 7 am without notifying the community. WHY? I was told it wouldn't happen again. Caltrain and the city have failed us on this project. Anne de la Rosa

On Fri, Sep 27, 2024 at 5:11 PM Anne de la Rosa <[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)> wrote:

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[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

**From:** [Liliam Perez](#)  
**To:** [Anne de la Rosa](#); [Angela Myrechuck](#); [Lisa Diaz Nash](#); [Board \(@caltrain.com\)](#); [jointpowersboard@caltrain.com](#)  
**Subject:** Re: San Mateo Set-out Track vibration noise on SouthBound electric trains at high speed  
**Date:** Saturday, September 28, 2024 1:11:45 PM  
**Attachments:** [SMPT.PNG](#)

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Hi Msr de la Rosa,

Thank you for taking the time to talk on the phone with me this morning.

Attached is the screenshot of the post on Next Door. I'll check in to see why you didn't get the weekly construction notice, and I'll provide you with an update later today.

Best,

**Liliam Perez Avila, Government & Community Affairs Specialist**  
1250 San Carlos Ave San Carlos, CA 94070  
Cell Phone: 650-399-5981  
Email: [PerezL@caltrain.com](mailto:PerezL@caltrain.com)  
Website: [Caltrain](#)



**SAFETY**  
FIRST AND ALWAYS

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**From:** Anne de la Rosa <agdelarosa27@gmail.com>  
**Sent:** Saturday, September 28, 2024 7:40 AM  
**To:** Angela Myrechuck <MyrechuckA@caltrain.com>; Liliam Perez <perezl@caltrain.com>; Lisa Diaz Nash <ldiaznash@cityofsanmateo.org>; Board (@caltrain.com) <board@caltrain.com>; jointpowersboard@caltrain.com <jointpowersboard@caltrain.com>  
**Subject:** Re: San Mateo Set-out Track vibration noise on SouthBound electric trains at high speed

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**Caltrain** ✓

Government & Community Affairs Specialist Liliam Pe... • 20 hr ago • Edited



## Upcoming Weekend Work: San Mateo Replacement Parking Track Project

Dear Caltrain Neighbors,

We want to inform you about upcoming weekend work related to the San Mateo Replacement Parking Track Project. Crews will work on Saturday, September 28, and Saturday, October 5, from 8:00 AM to 5:00 PM.

This work will take place on the Caltrain right-of-way and will involve site grading and construction of the enhancement wall. Please be aware that there may be some noise during these times. We apologize for any inconvenience this may cause and appreciate your understanding as we work to complete the project.

For more information or to sign up for weekly construction updates, please visit [caltrain.com/SMParkingTrack](https://caltrain.com/SMParkingTrack). If you have questions about this upcoming work, please call 1-800-660-4287. Our phone lines are open Monday through Friday from 7:00 a.m. to 7:00 p.m. and on weekends and holidays from 8:00 a.m. to 5:00 p.m. You can also email [construction@caltrain.com](mailto:construction@caltrain.com).

About the San Mateo Replacement Parking Track



**From:** [Shahrul Song](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Level boarding + reduction of cost for grade crossings  
**Date:** Saturday, September 28, 2024 1:35:05 PM

You don't often get email from shahrulsong@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 BOD,

From <https://www.caltrain.com/media/1261/download>, it is stated that a maximum of 1% grade change is required for any elevated or underground railroad track. As I understand it, General Order 26D requires a 30" gap from the side of the loading gauge to the platform wall to implement level boarding.

Both of these two could be solved with a rolling stock and freight car change from the short line operator. It might be an expensive capital investment to procure these equipment but the improvements are massive in the long run.

Caltrain owns the peninsula ROW and passenger rail runs >90% of the time. The focus should be on making sure Caltrain is reliable to increase ridership and trust.

A few questions I have for Caltrain's BOD are:

- Why can't Caltrain limit the weight of freight cars on the peninsula since that will enable future grade crossings to be at least 2% or 3% grade? Lower weight limit reduces the need for extra track maintenance.
- What are the updates to the new short-line operator? Can Caltrain impose a vehicle width limit and use a smaller loading gauge for level boarding? There is already the existence of smaller loading gauge freight vehicles from Europe/ UK. They can even use a locally made EMD Class 66 to haul freight around in the peninsula from Oakdale/ Bayshore to San Jose if need be.
- For 2% or 3% grades, why can't Caltrain impose a speed limit on freight trains to climb those grades up? Why must freight trains do 60mph to move goods at night?
- What are the updates for the waiver request from CPUC in regards to Order 26D? It has been almost 11 years <https://www.caltrain.com/media/840/download?inline>

The bottom line is, lighter freight helps with track maintenance and getting them to climb 2% or 3% grade more easily. Smaller loading gauge helps with level boarding thus making the waiver request easier and helps out with level boarding (thus reducing dwell times) and increase reliability for passenger trains. It also massively cuts the cost for grade crossing implementation since ramps horizontal length could be reduced at least by 2x.

Level boarding massively reduces the reliance on a step ramp not working as expected on the EMU. It's nice that they have it, but it introduces an extra responsibility to the railroad operations that could be solved. If Caltrain needs a gap for dynamic envelopes at stations, I highly suggest using a gap filler shown here: <https://www.youtube.com/watch?v=k17PfoaGibY>. For freight trains, a reduction in speed could be implemented to reduce the rocking movement.

I want to see Caltrain succeed, but please make the right choice and act as a railroad owner instead of following the whims of a freight company that runs <10% of the time and doesn't mind if their train is delayed even for 10 mins.

Best,  
Shahrul Song

**From:** [Anne de la Rosa](#)  
**To:** [Medina, Rico \[medina@sanbruno.ca.gov\]](mailto:medina_rico@sanbruno.ca.gov); [Board \(@caltrain.com\)](#)  
**Subject:** Fwd: clarification needed: Sound wall doesn't extend as far agreed upon for San Mateo Replacement Parking Track | Caltrain  
**Date:** Saturday, September 28, 2024 2:08:45 PM

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On Sat, Sep 28, 2024 at 1:59 PM Anne de la Rosa <[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)> wrote:

Clarification is needed on the length of the "Enhancement" wall being built. The overview states that the wall will block the current access at 10th and 14th Avenues, yet the wall is far short of the 10th Ave intersection and doesn't go across the one at 14th, either. We'd like clarification on what is happening at 10th and 14th Aves. Your agreement with the City of San Mateo stated that you would meet certain requests, mainly, that there would be a wall across both of those intersections and now it looks like that is not happening. You promised open communication, yet no one has informed us on what will be placed in those areas. The only individual that has contacted us is someone from PR. We want to hear from someone directly in charge of the project. We have no access to the plans to see what is taking place. Anne de la Rosa [agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com) 1093 S B St, San Mateo, CA 94401 650-346-3682

<https://www.caltrain.com/projects/san-mateo-replacement-parking-track>

This is what we woke up to a little after 7am on a Saturday morning. Instead of hurrying the project along, realize that after 6 months of constant construction, we look forward to quiet weekends. This work is not necessary on a Saturday. If you do work next weekend, please don't start work until 9am.

--

Anne de la Rosa  
[agdelarosa27@gmail.com](mailto:agdelarosa27@gmail.com)

**From:** [Scott Yarbrough](#)  
**To:** [Caltrain BOD Public Support](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Consistency of service and communication (151 local 9/23/2024)  
**Date:** Monday, September 30, 2024 6:27:16 AM

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

Yes, I was the 151 local one week ago on Monday 9/23. The conductor said that he made the announcement, but all I heard on the platform were the other passengers speculating about the local and limit trains and if the limited would ever arrive. Maybe the speaker on the train/platform wasn't working? Possible option is to display messages on the electronic boards since I know people who have hearing impairment.

Thank you for your reply!

On Thu, Sep 26, 2024, 10:00 AM Caltrain BOD Public Support <[CaltrainBODPublicSupport@caltrain.com](mailto:CaltrainBODPublicSupport@caltrain.com)> wrote:

Dear Scott Yarbrough,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for your feedback regarding the recent rollout of the new electric schedule. We understand how frustrating it can be when travel plans are uncertain, especially with the inconsistency you've experienced regarding local and express train interactions. To address your specific concern, we encourage our conductors to announce when an express train will pass a local train before boarding. We want to ensure that passengers can make informed decisions about which train to take. Could you please provide the train number or specific dates when these incidents occurred? This information will help us address the crew involved and improve our communication procedures. We appreciate your patience and understanding as we work to enhance your travel experience.

Kind regards,

Your Caltrain BOD Public Support Team

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**From:** Scott Yarbrough <[yarbrough.scott@gmail.com](mailto:yarbrough.scott@gmail.com)>  
**Sent:** Monday, September 23, 2024 7:16:59 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Board (@[caltrain.com](#)) <[board@caltrain.com](mailto:board@caltrain.com)>  
**Subject:** Consistency of service and communication (151 local 9/23/2024)

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

I'm sure you've heard enough about the embarrassing roll out today of the new electric

schedule, so I'll limit this to a small request.

If a local train will be passed by an express train, PLEASE train your conductors to announce that BEFORE boarding a local so that we know if we should wait for the express or suck it up and take the local. This is the fifth time the past month that delays (electric and Diesel) have turned boarding the train into a game of chance because SOMETIMES the bullet is stuck behind the local and SOMETIMES the bullet passes the local.

Just make it consistent and not a game of chance....like apparently the crap shoot when taking an electric train when temps are projected to go higher than the mid 80's.

---

**From:** Wiegand, John P. <JWIEGAND@ftc.gov>  
**Sent:** Monday, September 30, 2024 11:41 AM  
**To:** Alerts <alerts@caltrain.com>  
**Cc:** PRA <pra@caltrain.com>  
**Subject:** RE: Train 107 NB is running about 59 minutes late approaching 22nd Street.

Some people who received this message don't often get email from [jwiegand@ftc.gov](mailto:jwiegand@ftc.gov). [Learn why this is important](#)

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I was on this train. We were not 59 minutes late into 22<sup>nd</sup> Street. Instead, we arrived at 22<sup>nd</sup> Street one minute early. I have received other "alerts" in the past week or so that have been completely wrong.

---john

---

**From:** Caltrain <[alerts@caltrain.com](mailto:alerts@caltrain.com)>  
**Sent:** Monday, September 30, 2024 7:41 AM  
**To:** Wiegand, John P. <[JWIEGAND@ftc.gov](mailto:JWIEGAND@ftc.gov)>  
**Subject:** Train 107 NB is running about 59 minutes late approaching 22nd Street.



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Train 107 NB is running about 59 minutes late approaching 22nd Street.

Train 107 NB is estimated to arrive to 22nd Street at 8:39 AM

**Alert Cause**

**Alert Effect**

Other Cause

Other Effect

**Start Date****End Date**

09/30/24  
7:40 AM

09/30/24  
9:38 AM

Caltrain

You're receiving this email because you signed up for Caltrain Alerts.

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**From:** [Santiago Quijano](#)  
**To:** [Public Comment](#); [Board \(@caltrain.com\)](#)  
**Subject:** JPB Board Meeting - New Ride Fare Proposal (attached)  
**Date:** Monday, September 30, 2024 12:25:57 PM  
**Attachments:** [Caltrain Fare Proposal.png](#)

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Hello,

I would like to attend the upcoming JPB Board Meeting on October 3rd and during the Public Comments for Items Not in the Agenda (item 9. of the agenda), briefly propose a New Ride Fare System that will simplify the Caltrain fare structure by making the rate proportional to the number of stations traveled, and that will incentivize riders to more frequently use the service between stations, especially across zone boundaries. Please refer to the attached slide.

My question is if this is the correct meeting to suggest this proposal and how can I attend to it?

Thank you.

Respectfully,

Santiago Quijano  
San Jose, CA  
c: (408) 390-2449  
e: [sqnewton@gmail.com](mailto:sqnewton@gmail.com)

## Proposed Ride Fare Plan

This proposal will simplify the Caltrain fare structure by making the rate proportional to the number of stations traveled, incentivizing riders to more frequently use the service between stations across zone boundaries (e.g. Santa Clara - Sunnyvale, Lawrence - Redwood City, Millbrae - San Francisco, etc.).

- Define a **Per Station Rate (PSR)**, for example \$0.50 per station
- Assign a sequential number to every station, starting with San Francisco
- Determine the fare by taking the number of your origin station and subtract the number of your destination station. Disregard the sign.
  - Example: from Redwood City (14) to Sunnyvale (20)  
 $20 - 14 = 6$
- Multiply that number by the current **PSR**
  - Example: current **PSR** is \$0.50  
Your fare is  $6 \times \$0.50 = \$3.00$

1	San Francisco	16	Palo Alto
2	22nd Street	17	California Ave
3	Bayshore	18	San Antonio
4	South San Francisco	19	Mountain View
5	San Bruno	20	Sunnyvale
6	Millbrae	21	Lawrence
7	Broadway	22	Santa Clara
8	Burlingame	23	College Park
9	San Mateo	24	San Jose Diridon
10	Hayward Park	25	Tamien
11	Hillsdale	26	Capitol
12	Belmont	27	Blossom Hill
13	San Carlos	28	Morgan Hill
14	Redwood City	29	San Martin
15	Menlo Park	30	Gilroy



**From:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**To:** [Santiago Quijano](#); [Public Comment](#); [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** RE: JPB Board Meeting - New Ride Fare Proposal (attached)  
**Date:** Monday, September 30, 2024 12:37:45 PM  
**Attachments:** [image001.png](#)

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Hello Mr. Quijano.

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/87581188408?pwd=OFNUYTVFdExLOXRkR2tQOENXQUhhUT09> or by entering Webinar ID: 875 8118 8408, Passcode: 033088 in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA, or any other noticed location.

Meeting details can be found at <https://www.caltrain.com/meetings/2024/10/caltrain-board-meeting>. When *Public Comment for Items Not on the Agenda* is called, please use the raise hand feature if attending virtually so we may call upon you to speak. If you are attending in-person, please submit a comment card in advance to the item to the District Secretary staff located at the right of the dais. Members of the public have a limit of 2 minutes to speak.

Thanks,

Margaret

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**From:** Santiago Quijano <[sqnewton@gmail.com](mailto:sqnewton@gmail.com)>  
**Sent:** Monday, September 30, 2024 12:25 PM  
**To:** Public Comment <[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com)>; Board (@caltrain.com) <[Board@caltrain.com](mailto:Board@caltrain.com)>  
**Subject:** JPB Board Meeting - New Ride Fare Proposal (attached)

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  - Example: from Redwood City (**14**) to Sunnyvale (**20**)  
 $20 - 14 = 6$
- Multiply that number by the current **PSR**
  - Example: current **PSR** is \$0.50  
Your fare is  $6 \times \$0.50 = \$3.00$

- |    |                     |    |                  |
|----|---------------------|----|------------------|
| 1  | San Francisco       | 16 | Palo Alto        |
| 2  | 22nd Street         | 17 | California Ave   |
| 3  | Bayshore            | 18 | San Antonio      |
| 4  | South San Francisco | 19 | Mountain View    |
| 5  | San Bruno           | 20 | Sunnyvale        |
| 6  | Millbrae            | 21 | Lawrence         |
| 7  | Broadway            | 22 | Santa Clara      |
| 8  | Burlingame          | 23 | College Park     |
| 9  | San Mateo           | 24 | San Jose Diridon |
| 10 | Hayward Park        | 25 | Tamien           |
| 11 | Hillsdale           | 26 | Capitol          |
| 12 | Belmont             | 27 | Blossom Hill     |
| 13 | San Carlos          | 28 | Morgan Hill      |
| 14 | Redwood City        | 29 | San Martin       |
| 15 | Menlo Park          | 30 | Gilroy           |

**From:** [Santiago Quijano](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [Public Comment](#)  
**Subject:** Re: JPB Board Meeting - New Ride Fare Proposal (attached)  
**Date:** Monday, September 30, 2024 1:34:33 PM  
**Attachments:** [image001.png](#)

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Thank you Margaret. Thenn, from what I understand, this may be the right event to present this proposal, correct?

Thank you.

Santiago Quijano

On Mon, Sep 30, 2024 at 12:37 PM Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)> wrote:

Hello Mr. Quijano.

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/87581188408?pwd=OFNUYTVFdExlOXRkR2tQOENXQUhhUT09> or by entering Webinar ID: 875 8118 8408, Passcode: 033088 in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA, or any other noticed location.

Meeting details can be found at <https://www.caltrain.com/meetings/2024/10/caltrain-board-meeting>. When *Public Comment for Items Not on the Agenda* is called, please use the raise hand feature if attending virtually so we may call upon you to speak. If you are attending in-person, please submit a comment card in advance to the item to the District Secretary staff located at the right of the dais. Members of the public have a limit of 2 minutes to speak.

Thanks,

Margaret

---

**From:** Santiago Quijano <[sqnewton@gmail.com](mailto:sqnewton@gmail.com)>  
**Sent:** Monday, September 30, 2024 12:25 PM  
**To:** Public Comment <[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com)>; Board (@[caltrain.com](https://www.caltrain.com))  
<[Board@caltrain.com](mailto:Board@caltrain.com)>  
**Subject:** JPB Board Meeting - New Ride Fare Proposal (attached)

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Hello,

I would like to attend the upcoming JPB Board Meeting on October 3rd and during the Public Comments for Items Not in the Agenda (item 9. of the agenda), briefly propose a New Ride Fare System that will simplify the Caltrain fare structure by making the rate proportional to the number of stations traveled, and that will incentivize riders to more frequently use the service between stations, especially across zone boundaries. Please refer to the attached slide.

My question is if this is the correct meeting to suggest this proposal and how can I attend to it?

Thank you.

Respectfully,

Santiago Quijano

San Jose, CA

c: (408) 390-2449

e: [sqnewton@gmail.com](mailto:sqnewton@gmail.com)

## Proposed Ride Fare Plan

This proposal will simplify the Caltrain fare structure by making the rate proportional to the number of stations traveled, incentivizing riders to more frequently use the service between stations across zone boundaries (e.g. Santa Clara - Sunnyvale, Lawrence - Redwood City, Millbrae - San Francisco, etc.).

- Define a **Per Station Rate (PSR)**, for example \$0.50 per station
- Assign a sequential number to every station, starting with San Francisco
- Determine the fare by taking the number of your origin station and subtract the number of your destination station. Disregard the sign.
  - Example: from Redwood City (14) to Sunnyvale (20)  
 $20 - 14 = 6$
- Multiply that number by the current **PSR**
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Your fare is  $6 \times \$0.50 = \$3.00$

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11	Hillsdale	26	Capitol
12	Belmont	27	Blossom Hill
13	San Carlos	28	Morgan Hill
14	Redwood City	29	San Martin
15	Menlo Park	30	Gilroy

**From:** [emil lawrence](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** VICTIM IMPACT STATEMENT-FOR SUPERIOR COURT-ATTEMPTED HOMICIDE ON SAMTRANS 07/03/24  
**Date:** Monday, September 30, 2024 2:04:09 PM  
**Attachments:** [IMPACT STATEMENT FINAL 12 POINT FONT.docx](#)

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I HAVE ENCLOSED THIS STATEMENT FOR THE PCJPB  
AND THE FEDERAL TRANSIT ADMINISTRATION. BASED  
ON THE ATTEMPTED HOMICIDE ON SAMTRANS 07/03/24  
EMIL LAWRENCE

**VICTIM IMPACT STATEMENT  
FOR SAN MATEO COUNTY COURT  
Superior Court Case 24-NF-010108-A  
For the Federal Transit Administration (FTA)  
For the Peninsula Corridor Joint Powers Board (PCJPB)  
Prepared by the victim:  
Emil Lawrence  
Due: 10/04/2024**

**For the record: Add this statement to the court:**

My name is Emil Lawrence. In this court, I will speak about one life that John Allmon-on a SamTrans bus-wanted to snuff out. I am a 78-year-old Caucasian male. I have six pages for this hearing because I wanted something more substantial for the court record.

**Family Background History**

*I come from an extensive military family. Every male member has served this nation. Before I was born, my father-a career a US sailor and soldier-watched the Japanese invasion of China, in Shanghai. Before the Japanese attacked Pearl Harbor, they attacked, Manchuria. He observed the Japanese, as they chopped off the heads of tens of thousands of Chinese, and stacked their skulls on street corners. He could see, war was on it's way.*

*My uncle was in the 82 airborne in Korea. For his cold warrior effort, he got frostbite stopping the red Chinese with the 82nds 50 caliber machine guns when they banzied by the thousands to over-run his division, but he survived.*

*My father, years later, working for US army intelligence for all of South Viet Nam, was in a convoy with the 1st Airborne Cavalry Division that got attacked by the Viet Cong. He spent 13 months in a hospital, in Tokyo, Japan, recovering. He worked under four star General McChristian, Chief of Staff, for General Westmorland, the Supreme Commander of all US forces in South Viet Nam. I state this to the court, so you know the damage this family has received defending this nation. And, in this military family in the past eighty years, no one of the fifty or so members has ever stabbed or attempted to murder a US citizen.*

*As a veteran of our US armed forces. John Allmon thought, he was dealing with a weak senior Caucasian male, one he could rip-off, assault, batter, and wound without being*

*detained. For this habitual offender, this was his first mistake. I am a US Naval veteran that has trained for live combat. And, I do not take physical assaults, lightly.*

I have lived in California for fifty years. After Mr. Allmon ripped my gear, I deflected his first attempt to stab me in the neck or face. Before he stabbed me, he took my gear, and punched me. But, I clocked him three times, with my right fist, while he smiled and then took out a knife and stabbed me. What saved my life was my military background. (I SHOW THE COURT THE SCAR ON MY WRIST)

However, with John Allmon's unsuccessful homicide-although I am alive-I am not happy. This unsuccessful homicide was a racial crime. Allmon's crime is part of a series of racial crimes I have observed, and described in letters to SamTrans and Caltrans governing boards over the past three years. I have been assaulted by Africans, more than once. Bringing these crimes up before the arrogance and ability of the PCJPB are so archaic that the PCJPB would only give me two minutes to speak on March 6<sup>th</sup>, 2024. They had their Chinese assistant remove my microphone while I was speaking about a previous Caltrans Title VI violation.

I am not happy-also-due to John Allmon's unsuccessful homicide and its administration by the District Attorney's office. Steve Wagstaff is doing a great job, but there are failings within the DA's Office. The attorney for John Allmon's unsuccessful homicide, a state attorney gets a flat tire-three weeks in a row. And this attorney is excused by the court. For the fourth court hearing attempt-for John Allmon-his victim is a no show, so the victim does not make a statement, and is not excused by the court.

For the Monday morning 8:45 AM hearing, the DA's office told the victim the hearing was Tuesday. And due to the error, the Allmon hearing went ahead without the victim's court statement. The victim got stabbed and now he is being pushed aside and ignored. Then, in the unsuccessful homicide hearing, for John Allmon, the court set Allmon's bail at \$30,000, when it should have been denied. Allmon was already a felon, so how did he get bail? Maybe it is because the jails are full of felons just like John Allmon.

In first person-two months after the crime-for the court, I have written this Impact Statement. I would also like to read it to this court. I will state how the unsuccessful homicide-against my person-came about. I think about this crime, daily. And, I go to sleep thinking about my knife wounds. Here, the court should not ignore California Penal Code § 664/187, because John Allmon's attempts to take my life is giving this victim nightmares. With the court's attempt



to treat Allmon's case lightly-with judicial errors-and absurd bail bonds, is causing me anguish and more pain. This pain is clear, because John Allmon case is being treated-not for the crime-but as one administrative task.

When John Allmon was stabbing me, he was also smiling. He was acting as if he was on drugs or he was psychotic. I have visited and lived in countries where people have created mayhem. In these sovereign powers, immediate justice was a bullet to the head. Mr. Allmon is lucky, with his crimes, he lives in America. Many nations on this globe do not have the money or time for American-mayhem- adjudication. In their court, justice is instant. However, our system of judges, courts, felons and prison is a cause for alarm. The court system for criminals paralyzes the state. It let's known mayhem criminal repeaters manipulate their status. Did a MD determine if John Allmon needed a cane, a stage prop for his appearances? Are the "flat-tire" attorney's tactics approved?

In this case, also, is a concern about Allmon's "flat-tire" counsel. His attorney stalled, wiggled, and silently waited for the Monday morning mistakes-with no-shows-to present the John Allmon's case. Here, Allmon's counsel duped the DA's office and the court.

In New York unsuccessful homicides are given ten years-or more-in prison. And, I will tell you at about NYC, next to last. John Allmon, was a felon before the unsuccessful homicide. In the state of Florida, a felony, in an unsuccessful murder can be life in prison.

***John Allmon's unsuccessful homicide, is a felony. When new felonies are added to Allmon's attempted murder and SamTrans bus theft, he should get 15 years to life.***

John Allmon stabbed me three crimes. John Allmon's three stab wounds on my stomach and wrist, made me bleed furiously. If this unsuccessful homicide happened-somewhere-where the paramedics or police were not available, I would have bled to death. However, with these stab wounds I ended up at Zuckerberg General Hospital for a five-hour operation. There, four good surgeons sewed me up. I thank god and them for their professionalism.

Let me repeat these legal facts. On the 3<sup>rd</sup> of July 2024, Mr. Allmon, at 9:30 AM, knifed me three times. Before the carving-without cause-Mr. Allmon assaulted and battered me. Before his assault, battery and attempted murder, Mr. Allmon ripped off my computer and lunch bag. The moment Allmon grabbed them he started screaming "racial epitaphs at me." In his ramble he called me a "white nigger or nigga," What was clear is that his screams had these racial overtones. Mr. John Allman is an African. During the assault, and racial epithets. Mr. Allmon,

was screaming and pointing fingers and arms, in all directions, including me. He was out of control and ready to kill and maim someone.

On the morning of his failed homicide, I was robbed, by John Allmon. I got on the SamTrans bus at the San Carlos station. When I entered the bus, John Allmon was already-out of control, screaming, “You can’t sit here these are my seats.” The six front seats in the bus are senior and handicap seats. They are definitely were not Allmon’s seats. On the right side of the bus, Allmon was sitting in one seat with his right leg across the two others, screaming, “These are my seats, you can’t sit here.” On the left side, two seats were taken by his wheelchair, so I sat down in the third seat. In between the screams about the seats being his seats. Allmon started his blatant assault by stealing my bags, a computer and gear,

In court Allmon now uses a cane, but on the bus, he was not sitting in his wheelchair. And, there no cane that I could see. And, he did not use a cane when he leaped into the Sam Trans’s bus driver’s seat. During the ride, I attempted to take a snooze. The journey to the San Bruno BART is about an hour, but it puts me to sleep. However, Mr. Allmon kept screaming for the whole hour. During this time his flinging arms and screams did not stop, and I absolutely ignored him.

I ride Samtrans-approximately-360 days a year. In this period of time, I have witnessed racial incidents related to these senior SamTrans’s bus seats, dozens of times. And, although I was never stabbed or knifed, I have been assaulted only by wailing and screaming African passengers that refused to give up these senior seats.

In letters to the PCJP Board, if I implied or identified the assailants as Asian, Caucasian or Latin, these reports would be fake news. On one bus, one African woman passenger-after spitting at passengers and the police-was taken off a bus in a straitjacket. Later, when I checked with SamTrans, they claimed they had no record of such an event. My stabbing took place because the PCJPB continues to nullify and erase libelous criminal activity. For three years or more, they have been in denial.

Over the past two years, I have sent SamTrans’s Board approximately 25 written complaints about these and many other racial mishaps. I applied for Sam Trans’s advertised post for an open position as a Public Advocate on the PCJPB. But, most SamTrans and Caltrans board members do not ride SamTrans. So, the PCJPB that controls SamTrans’s hired a CPA that does not ride Sam Trans’s, either. If you wonder why SamTrans has these racial problems-

possibly-it is due to their unique hiring process. The Public advocate candidate or CPA, had a professional Google page, with photos and videos of happiness, without transportation background or history.

I have discussed another system failure with these court hearings. With 96% of the cases being worked out and completed in a settlement conference, today, we find that juries cannot convict an actual criminal. So, a jury of your peers- really-no longer exists. John Allmon is an unpredictable and habitual criminal, of the worse kind. I saw him at a hearing this month with his stage prop obtained for him by his “flat-tire” attorney. In Allmon’s attempt to drive the SamTrans bus away, after his unsuccessful murder, he leaped from his seat-like a wild beast-without a cane. He did so while his victim was bleeding on the San Bruno streets. As I try to sleep at night, I think about this event. If I had a weapon, he would be dead.

Forty-five years ago-in San Francisco-I was a juror for a front-page newspaper story. Then we had the Adam Rodgers trial. John Allmon looks like Adam Rodgers, and he has the Adam Rodger’s syndrome. Only one juror refused to accept the majority jury claim for Adam Rodger’s innocence.

#### **My Juror Narrative:**

In the late 1970s, Adam Rodgers was front page news media story. Rodgers was man at a Hunter’s Point town hall meeting that leaped across the speaker’s table to strangle the speaker. He was a six-foot, four inch, tall African male. When they pulled him off of the speaker, he pulled out his 357 Magnum-a Dirty Harry pistol-and started blowing holes in the walls with it. He was a convicted felon, and he owned this canon-gun. However, felons are not allowed to own guns.

For Rodgers, the 357 Magnum pistol was a canon in his hand. It shoots bullets that will go through three or four people at once. The police found him hiding on the roof of the building with the weapon in his waist, and took him to jail. There was one trial and a hung jury, before I got involved. For the second trial, “I told the public defender everything they wanted, just to be on this jury.” I wanted jury experience. Adam Rodgers, just like, like John Allmon, was smiling whole the time. His trial lasted almost three weeks. We were told, years earlier, in high school, Rodgers had stabbed his high school teacher with an ice pick, multiple times. She went was in a hospital for a year, to recover. But this was not his convicted felony. The court attorneys would not tell the jurors what his felony was. Rodgers was a security guard that was on three payrolls-

24/7-and paid while he was sleeping. His side gig was petty drug dealing. After the three weeks, we had a hung jury, again. I was the only jury member that said “guilty.’

As a juror, I felt Rodgers was guilty of assault, carrying a gun while being a felon, but the Africans in the jury box said I was a racist. The Latinos wanted me to go along with the majority. And, they all wanted to get out of jury the box. I told the Africans, “if I were black I would not want this dude in my community.” They did not buy it, the Latinos wanted to go home, and the rest of the jurors would go with the majority. After two weeks, it was eleven to one for an acquittal. The judge called us back into the court room, and asked who the holdout was. I raised my arm. Then, he started screaming at me, “Why can’t you go along with the rest of the jurors?” I stated, “Your honor, the rest of the jurors are wrong.” Four hours later he dismissed the jury, and Adam Rodgers, that afternoon went home. The DA dropped all charges.

***About three years later, my brother or father called me. He asked, “Did you read today’s paper?” I said, “Yes, did I miss something?” He said, “Yeah, go back and read it again.”***

This time, I read the paper story by story and then-next to the last page-I read this: Two nieces of Adam Rodgers called the city about getting them to remove a 55-gallon oil drum from their yard. It was too heavy for them to lift. The standard oil drum was full. When the disposal firm came out to move it, they called the police. They opened it, and the drum was full of cement. In the cement was a body. Later, the body was determined to be Adam Rodgers. Adam Rodger’s felony: He beat his best friend to death with an ax handle. His card game that did not go his way. Then, he got justice, served his way.

Today, we have negotiated settlements for court cases-not to save time and money-it is because the present jury system is broken. San Francisco County has almost eleven hundred unsolved murders, and there, the juries cannot convict a criminal, anymore. Plus, San Francisco and San Mateo Counties have a racial imbalance and racial crime problem today. With the heavy decline in the Caucasian population, the assaults on aging Caucasians have increased, specifically on San Francisco’s Muni and San Mateo’s SamTrans buses. Having lived in San Francisco for almost fifty years, I have observed these racial crimes on both transportation systems. On SamTrans, I have watched African’s assault-mostly-older older Caucasian men and women. When I reported these assaults and mishaps to SamTrans, I left out the race issue so that

I would not be labeled a racist or white Supremacists. However, thinking about Allmon's failed homicide, has changed my perspective.

I now think of John Allmon and Bernie Goetz, daily. Remember Bernie, in a subway in NYC? In 1984, he got tired of being robbed, and assaulted, almost daily, by African NYC punks. And, New York City doing nothing about it. He got on the bus, one day, with a 38 Special, and had it in his bag when four African punks approached him for money. When each started demanding \$5 each, he pulled out his 38 Special, and pulled the trigger six times at the four of them. Later, he told the police, if he had more bullets he would have just kept shooting. I don't know if I am going to do that, but Bernie Goetz, is Caucasian male. And, if I had a 38 Special, on July 3<sup>rd</sup>, 2024, I would have unloaded all six bullets into John Allmon.

Around 2015 or so (I think), I attended a SF Police Commission meeting during their annual crime statistics event for the city. Approximately 200 or so African residents showed up for it. San Francisco has an African population of 4-6%. For that year, the police crime statistics showed that Africans are involved in over 50% of San Francisco's street crimes, when they are only 5% of the city population. At the SFPD Commission Hearing, the 200 or so Africans-that were complaining about the police-during the presentation-went silent. That same year the SFPD's "Ten Most Wanted List," had only one Caucasian face. In the last fifty years, since Bernie got assaulted, not much has changed.

I know this-a reason why the FTA should investigate the PCJPB for covering up interracial crimes and assaults. Their arrogance in this matter, helps their federal funding. On March 6<sup>th</sup> 2024, the PCJPB gave me just two minutes to speak, for a previous Title VI complaint. They did so, after spending an extra half hour in a closed briefing. The PCJPB had heard enough.

Last, tell me, how is the state or the PCJPB going to get John Allmon to pay \$9,000 or more for my medical bills, unless I file a civil complaint against them? And then, what about pain and suffering?

Sincerely,

*Emil Lawrence.*

Emil Lawrence MBA  
*Litigation Paralegal*  
Unit 218, Second floor  
1000 Twin Dolphin Drive, RWC, CA 94065, *Date: 09/29/24*

**From:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**To:** [Santiago Quijano](mailto:Santiago Quijano); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [Public Comment](#)  
**Subject:** RE: JPB Board Meeting - New Ride Fare Proposal (attached)  
**Date:** Monday, September 30, 2024 4:17:40 PM  
**Attachments:** [image001.png](#)

---

This would be the appropriate meeting and at that item considering that it is not a topic in the agenda. Keep in mind that you will only have 2 minutes to speak.

Thanks,

Margaret

---

**From:** Santiago Quijano <[sqnewton@gmail.com](mailto:sqnewton@gmail.com)>  
**Sent:** Monday, September 30, 2024 1:34 PM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
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Hello Mr. Quijano.

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**Sent:** Monday, September 30, 2024 12:25 PM

**To:** Public Comment <[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com)>; Board (@[caltrain.com](mailto:@caltrain.com)) <[Board@caltrain.com](mailto:Board@caltrain.com)>

**Subject:** JPB Board Meeting - New Ride Fare Proposal (attached)

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My question is if this is the correct meeting to suggest this proposal and how can I attend to it?

Thank you.


Respectfully,

Santiago Quijano

San Jose, CA

c: (408) 390-2449

e: [sqnewton@gmail.com](mailto:sqnewton@gmail.com)

 Proposed Ride Fare Plan

This proposal will simplify the Caltrain fare structure by making the rate proportional to the number of stations traveled, incentivizing riders to more frequently use the service between stations across zone boundaries (e.g. Santa Clara - Sunnyvale, Lawrence - Redwood City, Millbrae - San Francisco, etc.).

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**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [Public Comment](#); [Board \(@caltrain.com\)](#)  
**Subject:** Re: JPB Board Meeting - New Ride Fare Proposal (attached)  
**Date:** Monday, September 30, 2024 4:22:28 PM

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Excellent. Thank you

On Sep 30, 2024, at 16:17, Board (@caltrain.com)  
<BoardCaltrain@samtrans.com> wrote:

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Margaret

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<[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)> wrote:

Hello Mr. Quijano.

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/87581188408?pwd=OFNUYTVFdExlOXRkR2tQOENXQUhhUT09> or by entering Webinar ID: 875 8118 8408, Passcode: 033088 in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA, or any other noticed location.

Meeting details can be found at <https://www.caltrain.com/meetings/2024/10/caltrain-board-meeting>. When *Public Comment for Items Not on the Agenda* is called, please use the raise hand feature if attending virtually so we may call upon you to speak. If you are attending in-person, please submit a comment card in advance to the item to the District Secretary staff located at the right of the dais. Members of the public have a limit of 2 minutes to speak.

Thanks,

Margaret

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**From:** Santiago Quijano <[sqnewton@gmail.com](mailto:sqnewton@gmail.com)>

**Sent:** Monday, September 30, 2024 12:25 PM

**To:** Public Comment <[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com)>; Board (@[caltrain.com](mailto:caltrain.com)) <[Board@caltrain.com](mailto:Board@caltrain.com)>

**Subject:** JPB Board Meeting - New Ride Fare Proposal (attached)

Some people who received this message don't often get email from [sqnewton@gmail.com](mailto:sqnewton@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,

I would like to attend the upcoming JPB Board Meeting on October 3rd and

during the Public Comments for Items Not in the Agenda (item 9. of the agenda), briefly propose a New Ride Fare System that will simplify the Caltrain fare structure by making the rate proportional to the number of stations traveled, and that will incentivize riders to more frequently use the service between stations, especially across zone boundaries. Please refer to the attached slide.

My question is if this is the correct meeting to suggest this proposal and how can I attend to it?

Thank you.

Respectfully,

Santiago Quijano  
San Jose, CA  
c: (408) 390-2449  
e: [sqnewton@gmail.com](mailto:sqnewton@gmail.com)

<image001.png>

**From:** [Caltrain BOD Public Support](#)  
**To:** [Scott Yarbrough](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Consistency of service and communication (151 local 9/23/2024)  
**Date:** Tuesday, October 1, 2024 3:17:40 PM

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Thank you for your follow up email. I appreciate you taking the time to reach out. We will look into the issue with the speaker system to ensure it is functioning properly. Your suggestions to display messages on the electronic boards has been forwarded to the appropriate parties for their attention. If you have additional thoughts or suggestions, please feel free to share. Your feedback is invaluable in helping us enhance the travel experience for everyone.

Best regards,

Your Caltrain BOD Public Support Team

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**From:** Scott Yarbrough <yarbrough.scott@gmail.com>  
**Sent:** Monday, September 30, 2024 6:21 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Cc:** Board (@caltrain.com) <board@caltrain.com>  
**Subject:** Re: Consistency of service and communication (151 local 9/23/2024)

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Yes, I was the 151 local one week ago on Monday 9/23. The conductor said that he made the announcement, but all I heard on the platform were the other passengers speculating about the local and limit trains and if the limited would ever arrive. Maybe the speaker on the train/platform wasn't working? Possible option is to display messages on the electronic boards since I know people who have hearing impairment.

Thank you for your reply!

On Thu, Sep 26, 2024, 10:00 AM Caltrain BOD Public Support  
<[CaltrainBODPublicSupport@caltrain.com](mailto:CaltrainBODPublicSupport@caltrain.com)> wrote:

Dear Scott Yarbrough,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for your feedback regarding the recent rollout of the new electric schedule. We understand how frustrating it can be when travel plans are uncertain, especially with the inconsistency you've experienced regarding local and express train interactions. To address your specific concern, we encourage our conductors to announce when an express train will pass a local train before boarding. We want to ensure that passengers can make informed decisions about which train to take. Could you please provide the train number or specific dates when these incidents occurred? This information will help us address the crew involved and improve our

communication procedures. We appreciate your patience and understanding as we work to enhance your travel experience.

Kind regards,

Your Caltrain BOD Public Support Team

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**From:** Scott Yarbrough <[yarbrough.scott@gmail.com](mailto:yarbrough.scott@gmail.com)>  
**Sent:** Monday, September 23, 2024 7:16:59 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** Board (@[caltrain.com](mailto:caltrain.com)) <[board@caltrain.com](mailto:board@caltrain.com)>  
**Subject:** Consistency of service and communication (151 local 9/23/2024)

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

I'm sure you've heard enough about the embarrassing roll out today of the new electric schedule, so I'll limit this to a small request.

If a local train will be passed by an express train, PLEASE train your conductors to announce that BEFORE boarding a local so that we know if we should wait for the express or suck it up and take the local. This is the fifth time the past month that delays (electric and Diesel) have turned boarding the train into a game of chance because SOMETIMES the bullet is stuck behind the local and SOMETIMES the bullet passes the local.

Just make it consistent and not a game of chance....like apparently the crap shoot when taking an electric train when temps are projected to go higher than the mid 80's.

**From:** [Colleen Kearns](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Safety at 4th and King Station  
**Date:** Tuesday, October 1, 2024 3:21:42 PM

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[You don't often get email from colleen.kearns@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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I'm a regular Caltrain rider and the plaza at San Francisco station continues to be a problem. When I report problems (e.g. active drug use or weapons visible) Caltrain personnel says it is SFPD's jurisdiction and there isn't anything they can do. There are similar problems at Millbrae station. There is no simple way to report these issues. BART has an app to report these things impacting riders. Can Caltrain please offer a way to communicate these safety concerns?