



JPB Board of Directors
Meeting of November 7, 2024

Correspondence as of October 4, 2024

Subject

1. SJSU Broadcast News Story
2. Item 12.h Diridon Design Alternatives
3. Fwd: Train tracks
4. RE: SJSU Broadcast News Story
5. Do any of you ride caltrain and muni?
6. Not following the schedule

From: [Sean Robertson](#)
To: [Board \(@caltrain.com\)](#)
Subject: SJSU Broadcast News Story
Date: Wednesday, October 2, 2024 5:44:47 PM

You don't often get email from sean.robertson@sjsu.edu. [Learn why this is important](#)

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Hello!

My name is Sean Robertson. I am enrolled in the broadcast journalism class at San Jose State University, Update News, and am interested in creating a news story about the different ways CalTrain is improving their customer experience and services! Of course, at the forefront are the new electric locomotives, but also the new \$1 Youth Tickets and many more things I am unaware of! I am writing this email to ask if I might be able to conduct broadcast interviews with anyone who is willing and knowledgeable on the subject.

Thank you in advance!

Sean Robertson
Update News, SJSU

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [cacsecretary \[@caltrain.com\]](#); [Caltrain, Bac \(@caltrain.com\)](#)
Subject: Item 12.h Diridon Design Alternatives
Date: Thursday, October 3, 2024 1:55:55 AM
Attachments: [12.h. Comments on Diridon Station Design Alternatives.pdf](#)

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

Dear Chair Heminger,

Thank you and Director Gee for directing staff to carry both the “At Grade” and “Elevated” alternatives forward.

Please find my comments attached.

Key points:

- The relocation of the LRT station to the east side requires the demolition/reconstruction of the Historic Depot.
- The relocation of the LRT station conflicts with the 2018 BART to Silicon Valley Phase II SEIR.
- The relocation of the bus depot to the north side of West Santa Clara requires excessive clearance under the station's northern throat resulting in impacts on multiple buildings and the Union Pacific Warm Springs line.
- There is \$24M in RM3 funding available for environmental clearance if MTC rescinds the \$24M misappropriated by VTA for the purchase of 32-60 Stockton.

Sincerely,

Roland Lebrun

Dear Chair Heminger,

Thank you and Director Gee for directing staff to carry both the "At Grade" and "Elevated" alternatives forward.

Introduction

I started working on the Diridon redesign in 2009 through the San Jose Downtown Association in collaboration with San Jose DOT (Hans Larsen) and the RDA (Walter Rask) disbanded by Governor Brown in 2010. Our initial design was based on London's Stratford International station and was nearly identical to what became known as Google's "Downtown West" 9 years later.

I designed and presented "Diridon at grade" to the Willow Glen Neighborhood Association in 2019. **I spent the first 18 months of "Shelter-in-Place" (March 2020-September 2021) designing "Diridon Elevated".**

Here are my comments on the Diridon Station Design Alternatives presented at the September 25 AMP meeting.

Positive developments

- The nexus with the CEMOF relocation has been eliminated.
- *"An elevated station would be able to be built above the Historic Annex".*

Remaining Challenges

- **The relocation of the light rail station to the East side eliminates the tunnel curve by going right through the Historic Depot.**
- **The relocation of the light rail station to the East side conflicts with the 2018 BART SEIR** which selected the "Diridon North" (West Santa Clara) alternative.
- **The "At Grade" alternative impacts the Paseo de San Fernando bike/ped corridor** by introducing significant discrepancies in elevations between the east and west sides of the station.
- **The northern tip of the station platforms is pushed at least 100 feet too far north** and introduces conflicts with a seamless BART interface as well as multiple property impacts north of West Santa Clara.
- **The southern end of the station is completely missing** (the platform layout looks like the tail end of a storage yard).

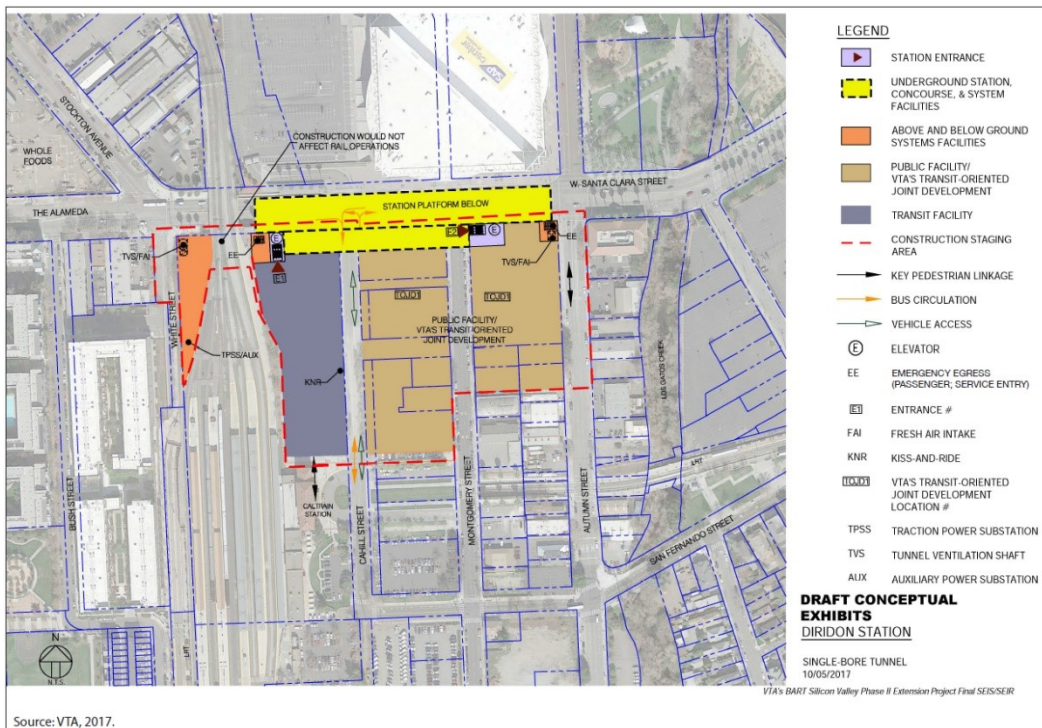
- The single “BART tunnel” to the single-bore tunnel “knock out” panel cannot possibly handle the flow of passengers transferring to/from BART.
- The “Diridon BART station” platform cannot possibly handle the flow of passengers from Caltrain, ACE, Capitol Corridor, Amtrak and HSR, let alone a crowd of passengers leaving an event at the Arena.
- The bus depot and the drop-off are on the wrong (north) site of West Santa Clara.
- The raising of West Santa Clara back to grade eliminates the opportunity to repurpose the existing at-grade track bed as a pedestrian plaza above West Santa Clara and Park as requested by the community back in 2019.
- The raising of West Santa Clara back to grade and the relocation of the bus depot under the northern station throat triggered a requirement for excessive elevations (at least 15 feet more) which resulted in impacts extending all the way to CEMOF (and the Union Pacific Warm Springs line which was not discussed at all in the presentation).
- The estimated costs of both alternatives are excessive (it is unclear how a 2-mile 4-track viaduct extending from West St Julian to West Virginia could possibly cost more than \$2B).

Opportunities

- 1) The relocation of the light rail station to the environmentally-cleared West Santa Clara station box (designed like one of San Francisco’s Market Street stations) eliminates the following challenges:
 - **Impacts on the Historic Depot (Complete Demolition/reconstruction)**
 - Suboptimal transfers between LRT, BART, Caltrain, ACE, Amtrak and HSR.
 - Necessity to relocate the bus station to the north of West Santa Clara.
 - Conflicts with the 2018 BSVII SEIR which states:

“The North Option would maximize the potential and flexibility for development by consolidating transit infrastructure close to Santa Clara Street, whereas the South Option would bisect the station area and would restrict future underground parking garages and development densities. Near-term, the North Option would provide opportunities to reduce construction impacts to transit rider and business patron parking through construction sequencing and coordination efforts.”

[Final Subsequent Environmental Impact Report Certification and VTA's BART Silicon Valley Phase II Extension Project Approval - Santa Clara Valley Transportation Authority \(iqm2.com\)](#)



Source: VTA, 2017.

- 2) The extension of the environmentally cleared station box under the heavy rail tracks (potentially up to White Street) enables the addition of 3 escalator tubes (total 9 escalators) down to the 300X90 ft LRT/BART concourse.
- 3) The extensions of the West Santa Clara and Park underpasses to Montgomery Street provide the following opportunities:
 - The extended overpasses can be repurposed as pedestrian plazas linking the station to the Arena thereby eliminating the need for LRT and BART entrances on the north side of West Santa Clara.
 - The bus bays and the drop-offs can be relocated under the Cahill Plaza “Just like Denver” as recommended by chair Davis, rescinding the \$24M in RM3 funding expended on 32-60 Stockton for environmental clearance.
 - The relocation of the bus bays and the drop-offs to the underground Cahill location facilitate seamless connections between the underground parking garages and the station concourse.

Constructability of the elevated option

Q: "How do you build another level of infrastructure over an operating railroad?"

A: By using a launch gantry designed to lift two tracks at a time through the erection of 10-foot prefabricated viaduct segments cast offsite.

<https://youtu.be/s56v97fPKEQ?t=70>



Funding for environmental clearance

The relocation of the bus bays and the drop-offs to the underground Cahill location invalidates VTA's purchase of 32-60 Stockton Avenue thereby releasing \$24M in RM3 funds for environmental clearance (MTC Resolution Nos. 4606, 4607 and 4608).

*"While staff recommends approval of the allocation to VTA for the San Jose Diridon Station Project, **reimbursement of expenses related to the Project with RM3 funds is contingent on the following:***

- *Satisfaction of the requirement that appropriate determinations under CEQA/NEPA have been made by the lead agency prior to disbursement of RM3 funds;*
- ***Agreement between MTC and VTA on the mechanism to ensure the return of RM3 funds used to purchase property for the Project in the event that the Project does not proceed to construction and/or the property in question is not used for the Project;***

Respectfully presented for your consideration
Roland Lebrun

From: [Cynthia Guerra](#)
To: [Board \(@caltrain.com\)](#)
Subject: Fwd: Train tracks
Date: Thursday, October 3, 2024 10:09:41 AM

You don't often get email from cguerra@seq.org. [Learn why this is important](#)

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I received no response to my email below. Please help.

Sent from my iPhone

Begin forwarded message:

From: cynthia guerra <cc727268@icloud.com>
Date: September 26, 2024 at 3:43:36 PM PDT
To: pra@caltrain.com
Subject: Train tracks

Hi,

I'm a resident of Menlo Park (Belle Haven neighborhood), I'm reaching out to inform you of the significant need for maintenance of the railroad track area on Chilco St, near Facebook, and the Menlo Park fire station 77 (1467 Chilco St., Menlo Park, CA 94025). For months now, neither Caltrain nor the city of Menlo Park have maintained this area. The weeds have grown so much that they are now over 7 feet tall. The homes directly across from the tracks are experiencing numerous issues due to the lack of maintenance. The number of pests have been increasing, this includes rats and mice, ticks and fleas, stray cats, squirrels, fleas and mosquitos. We also suspect there may be coyotes living in the high-bush that are killing our domestic animals as they have been spotted by several neighbors. I had to witness my cat being killed by two coyotes that came from the tracks. There have also been people doing drugs back there, since it's very easy to hide among the incredibly tall grass/weeds. Moreover, this poses a safety hazard for the residents. The dry grass in our neighborhood is prone to fire, which could result in devastating damage to the nearby homes. This is especially concerning as fireworks are still being set off in our neighborhood far beyond the 4th of July. Finally, this results in our neighborhood looking extremely unappealing. Please have your crew keep up with maintenance and if you are not the correct department to reach out to please provide me with that information so that I can reach the right people. I have attached photographs for your reference.



Thank you,
Cynthia



From: Dan Lieberman <liebermand@samtrans.com>
Sent: Thursday, October 3, 2024 10:00 AM
To: 'Sean Robertson' <sean.robertson@sjsu.edu>
Subject: RE: SJSU Broadcast News Story

Sean,

I'm your man. Can we do this digitally, or do we need to find a place to meet?

Dan Lieberman, Public Information Officer
1250 San Carlos Ave San Carlos, CA 94070
Cell Phone: 650.622.2492
Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Sean Robertson <sean.robertson@sjsu.edu>
Sent: Wednesday, October 2, 2024 5:46 PM
To: Dan Lieberman <liebermand@samtrans.com>
Subject: SJSU Broadcast News Story

You don't often get email from sean.robertson@sjsu.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.

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Thank you in advance!

Sean Robertson
Update News, SJSU.

From: [Michael Klein](#)
To: [Board \(@caltrain.com\)](#)
Subject: Do any of you ride caltrain and muni?
Date: Thursday, October 3, 2024 10:03:50 PM

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Apparently not. You have got to get the T line connection CONSISTENT! Too many times in the last 30 days the connections are either very late from the timing board or are just outright lies and the train doesn't come.

I want to take public transport but when it takes 2 hours for what should take 45 minutes, but if I can't rely on your service then I will use fossil fuels.

Im driving in for now on because I can't trust your service.
Sent from my iPhone

From: [Kimberly Candelaria](#)
To: [Board \(@caltrain.com\)](#)
Subject: Not following the schedule
Date: Thursday, October 3, 2024 11:35:34 PM

[You don't often get email from kimberlycandelaria21@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.

Hi,

I'm wondering if the Caltrain from San Francisco to San Jose/Gilroy ever follows the schedule. Some of us were left behind because the train entrance closed at 11:23 p.m., and there was no one at the gate to check our tickets, even though the departure time was supposed to be 11:25. There should have been a conductor at the gate to check tickets. We arrived at 11:23, but no one was there. It's such a hassle for us to rush from work, try to arrive before 11:25, and then have to wait until 12:05 for the next train.

I have been a regular for almost half a year and rides the Caltrain everyday.. we are happy with the new schedule but the schedule aren't being followed.. this is not the first time it happened for this 11:25 schedule. They close early.

Kimberly Candelaria