



JPB Board of Directors
Meeting of February 6, 2025

Correspondence as of January 31, 2025

Subject

1. Caltrain e-News - January 2025
2. Suggestion to Correct Chinese Translation on Caltrain Screen
3. Resident Concern - Fence Maintenance
4. RE: Resident Concern - Fence Maintenance – *Staff response*
5. Re: Dogs? – *Staff response*
6. Re: Train horn in Atherton – *Staff response*
7. Re: Suggestion to Correct Chinese Translation on Caltrain Screen – *Staff response*
8. Re: Resident Concern - Fence Maintenance – *Staff response*
9. RE: Holiday train stops – *Staff response*
10. Re: Train horn in Atherton
11. Re: Dogs?
12. Re: Sat., 1/25; Ticket Vending Machine Refund Request
13. Fwd: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring
14. Re: Issues -Blossom hill Caltrain station
15. RE: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring – *Staff clarification*
16. TRANSIT FUNDING + REGIONAL PLANNING + PANDAS
17. HOMELESS LIVING ON TRACKS 95119

Caltrain e-News - January 2025

From Dan Lieberman <liebermand@samtrans.com>

Date Fri 1/24/2025 3:34 PM

To Board (@caltrain.com) <board@caltrain.com>

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• January 2025 | [View online](#) •

...and Here's to a Great 2025!

Even with the launch of electrified service behind us, there's plenty more in store for this year. In this month's issue, we'll be discussing our new and improved schedule, our support of the Equity in Infrastructure Project, and how our new trains are running even better than we anticipated.





Caltrain Launches New Schedule

Caltrain has made some small adjustments to its schedule in order to improve on-time performance.

[Learn More about the New Schedule](#)

Celebration Train Honors Dr. King's Legacy

Caltrain's MLK Jr. Celebration Train carries passengers to the annual march in San Francisco, as it has since 1985.



[Learn More about the Celebration Train](#)



Caltrain Takes Equity Pledge

Caltrain signed the Equity in Infrastructure Project Pledge alongside many other 90 other Bay Area transit agencies and private companies, ensuring that Historically Underutilized Businesses (HUBs) have an opportunity to work on Caltrain projects.

[Learn More about Equity in Infrastructure](#)

Electric Service More Efficient Than Expected

Since the launch of electric service, Caltrain's energy consumption has been lower than projected, and is returning approximately 25% of the energy used to the system thanks to regenerative braking.



[Learn More about Caltrain's Energy Efficiency](#)



Caltrain Takes Fans to Giants FanFest

Baseball season is months away, but the free Giants FanFest is coming to San Jose and is a short walk from San Jose Diridon.

[Learn More about Giants FanFest](#)

Caltrain 2024 Year In Review Celebrates Caltrain's Many Accomplishments

In case you missed it, see what projects and activities Caltrain accomplished in 2024.



[Learn More about Caltrain's Year in Review](#)



Caltrain Makes Governor Newsom's Recap

Caltrain was honored for its Electrification Project to be mentioned by Governor Newsom as one of the highlights of 2024.

[Learn More about the Golden State Recap](#)

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UPCOMING EVENTS

- February 6 - [Caltrain Board Meeting](#) - San Carlos Station
 - February 15 - [Chinese New Year Parade](#) - San Francisco Station
 - February 16 - [NBA All Star Game](#) - San Francisco Station
-



Join our team!

- [Senior Project Manager](#)
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Learn More about Job Opportunities at Caltrain



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Editor: Dan Lieberman

LiebermanD@Samtrans.com

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Our mailing address is:


1250 San Carlos Ave. San Carlos, CA 94070

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Suggestion to Correct Chinese Translation on Caltrain Screen

From Ziyi Gao <ziyigao@stanford.edu>
Date Sat 1/25/2025 4:28 PM
To Board (@caltrain.com) <Board@Caltrain.com>
Cc PRA <pra@caltrain.com>

 1 attachment (43 KB)

Caltrain Screen.jpg;

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

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

Dear Caltrain Team,

My name is Ziyi Gao, and I am a student living in the Bay Area. As Caltrain is my primary mode of transportation, I truly appreciate the convenience and reliability it brings to the community.

However, during my recent ride, I noticed an error in the Chinese translation on the colorful screens displaying "Welcome Boarding." The current Chinese translation reads “欢迎乘机”, which is incorrect. As a native Chinese speaker, I can confirm that “欢迎乘机” specifically refers to boarding an airplane in Chinese, not a train. The accurate translation for "Welcome Boarding" in this context should be “欢迎乘车”, which refers to boarding a train.

This translation error feels awkward and could cause significant misunderstanding for Chinese-speaking passengers. Correcting this to “欢迎乘车” would not only reflect Caltrain’s professionalism but also better serve the diverse population in the Bay Area.

Thank you for considering this suggestion, and I hope this can be addressed promptly. I am more than happy to provide further clarification if needed.

Best regards,
Ziyi Gao

Ziyi Gao (He/Him)
M.S. Student '26
Atmosphere/Energy
Stanford University

Email: ziyigao@stanford.edu
Mobile: +1 650 283 9161 / +86 156 1058 8800

Stanford

School of Engineering &
Doerr School of Sustainability
Civil & Environmental Engineering

STADLER

9:57a

**Welcome
Aboard**

Bienvenidos a bordo
欢迎登机



Resident Concern - Fence Maintenance

From Castro, Karina <Karina.Castro@sanjoseca.gov>

Date Mon 1/27/2025 12:52 PM

To Board (@caltrain.com) <board@caltrain.com>; Kevin Yin <yink@samtrans.com>

You don't often get email from karina.castro@sanjoseca.gov. [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,

I am Karina Castro from Councilmember Michael Mulcahy's office of District 6, I am reaching out to relay a constituent concern regarding the fence that separates the train station from residential property. The resident asserted that has been falling apart and us giving transients the accessibility to hide behind the fence to use as a urinal or engage in drug activities. The resident lives in Cahill Park, directly across the street from Diridon train station on Laurel Grove Lane, where the fence can be found. Would you be able to provide me with more insight on how I can request for the fence to be fixed?

If there is another entity that I should be reaching out to regarding this issue, would you be able to pass on the contact information? That would be very helpful and I would appreciate it.

Best,

Karina Castro

Policy and Legislative Aide

Office of Councilmember Michael Mulcahy

200 E. Santa Clara Street, 18th Floor

San José, CA 95113

Karina.Castro@sanjoseca.gov



RE: Resident Concern - Fence Maintenance

From Robert Scarpino <scarpinor@caltrain.com>

Date Tue 1/28/2025 6:10 AM

To 'Karina.Castro@sanjoseca.gov' <Karina.Castro@sanjoseca.gov>

Cc John Hogan <HoganJ@samtrans.com>; Casey Fromson <Fromsonc@caltrain.com>; Jason Dayvault <DayvaultJ@caltrain.com>; Lisa Peabody <PeabodyL@samtrans.com>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Emily Beach <BeachE@samtrans.com>; Devon Ryan <RyanD@caltrain.com>

Good morning,

We checked the location in the field and determined that this fence is on VTA property not Caltrain. Please contact them for assistance. If you have additional questions, feel free to contact me directly. Thanks...

Robert Scarpino, Director Rail Maintenance
Peninsula Corridor Joint Powers Board
4000 Campbell Avenue, Menlo Park, CA 94025
O: 650.508.7780 C: 650.740.3379



SAFETY
FIRST AND ALWAYS

From: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Sent: Monday, January 27, 2025 1:09 PM

To: Robert Scarpino <scarpinor@caltrain.com>; Emily Beach <BeachE@samtrans.com>; Devon Ryan <RyanD@caltrain.com>

Cc: John Hogan <HoganJ@samtrans.com>; Casey Fromson <Fromsonc@caltrain.com>; Jason Dayvault <DayvaultJ@caltrain.com>; Lisa Peabody <PeabodyL@samtrans.com>

Subject: FW: Resident Concern - Fence Maintenance

Hi All.

Please see the email below received by the Board. Customer Experience has received a copy as well and should be responding accordingly, but wanted you to be aware of the issue as it needs to be addressed.

Thanks,

Margaret

From: Castro, Karina <Karina.Castro@sanjoseca.gov>

Sent: Monday, January 27, 2025 12:52 PM

To: Board (@caltrain.com) <board@caltrain.com>; Kevin Yin <yink@samtrans.com>

Subject: Resident Concern - Fence Maintenance

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Dear Caltrain,

I am Karina Castro from Councilmember Michael Mulcahy's office of District 6, I am reaching out to relay a constituent concern regarding the fence that separates the train station from residential property. The resident asserted that has been falling apart and us giving transients the accessibility to hide behind the fence to use as a urinal or engage in drug activities. The resident lives in Cahill Park, directly across the street from Diridon train station on Laurel Grove Lane, where the fence can be found. Would you be able to provide me with more insight on how I can request for the fence to be fixed?

If there is another entity that I should be reaching out to regarding this issue, would you be able to pass on the contact information? That would be very helpful and I would appreciate it.

Best,

Karina Castro

Policy and Legislative Aide

Office of Councilmember Michael Mulcahy

200 E. Santa Clara Street, 18th Floor

San José, CA 95113

Karina.Castro@sanjoseca.gov



Re: Dogs?

From Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Date Tue 1/28/2025 1:12 PM

To defelice_joe@hotmail.com <defelice_joe@hotmail.com>

Cc Board (@caltrain.com) <board@caltrain.com>

Dear Joe DeFelice,

Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members. Thank you for sharing your feedback. We appreciate you bringing this to our attention. We understand your concern about the situation with the individuals and the dogs on the train. While we aim to provide a safe and comfortable environment for all passengers, we also rely on conductors and station staff to monitor such situations.

We will forward your concern to the appropriate team so they can review and take any necessary actions. In the meantime, please don't hesitate to reach out if you ever feel uncomfortable or witness something that needs immediate attention during your travels.

Thanks again for sharing, and we hope to ensure a better experience for you in the future.

Your Caltrain BOD Public Support Team

From: Joe DeFelice <defelice_joe@hotmail.com>

Sent: Saturday, January 18, 2025 1:29:43 AM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com) <board@caltrain.com>

Subject: Dogs?

You don't often get email from defelice_joe@hotmail.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.

Hi,

Today 1/17/25 on the 522 southbound express 4 apparently homeless people got on the train at the SF station (so obviously past two conductors) with 3 dogs, one being a large pit bull. Maybe he's friendly. I'm glad they didn't sit near me so I didn't have to find out. Wanted to point that out.

Thanks,

Joe DeFelice

Re: Train horn in Atherton

From Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Date Tue 1/28/2025 1:21 PM

To powentu@gmail.com <powentu@gmail.com>

Cc grodericks@ci.atherton.ca.us <grodericks@ci.atherton.ca.us>; Board (@caltrain.com) <board@caltrain.com>

Dear Powen,

Thank you for reaching out, and I hope you're doing well too. Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members.

I appreciate you bringing this to our attention. I understand how disruptive train horns can be, especially during the night. To help us investigate this further, could you kindly provide the specific date and time of the occurrences you've experienced? This will assist us in identifying when the trains are honking near the Atherton station.

Thanks again for sharing.

Best regards,

Your Caltrain BOD Public Support Team

From: George Rodericks <grodericks@ci.atherton.ca.us>

Sent: Friday, January 24, 2025 8:09:38 PM (UTC+00:00) Monrovia, Reykjavik

To: powentu@gmail.com <powentu@gmail.com>

Cc: Board (@caltrain.com) <board@caltrain.com>

Subject: Re: Train horn in Atherton

You don't often get email from grodericks@ci.atherton.ca.us. [Learn why this is important](#)

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

Thank you for the email. Yes, the Watkins Avenue crossing has been updated with Quad Gates and was incorporated into the Town's existing Quiet Zone. Train horns should be silenced as the train moves through the Town. However, train engineers are still allowed to sound the horn for exigent circumstances or other issues on the tracks. In addition, while the horn will not sound on approach (NB or SB) to the intersections of Watkins or Fair Oaks, the trains will sound bells as they move through the station and will sound the horn if there are people in or near the tracks.

Lastly, the SB train will sound the horn at the Watkins intersection as it approaches the Encinal intersection in Menlo Park since that is not a Quad Gate intersection or part of an established Quiet Zone. So, in effect, you will still hear SB horns at the intersection. Outside of that, the train horn should be quiet. If it sounds otherwise and outside of the engineer's allowances, The FRA has an [online complaint form](#); and, as you did - you can contact Caltrain directly.

George Rodericks
City Manager
Town of Atherton
80 Fair Oaks Lane
Atherton, CA 94027
(650) 752-0504 - Office
grodericks@ci.atherton.ca.us

[Schedule A Meeting With Me](#)

PUBLIC DISCLOSURE NOTICE:

This email and any attached files were sent from an email account assigned to a public official for the Town of Atherton. This email, replies to this email, or emails sent directly to this email account may constitute a public record and, if retained during the normal course of business, may be subject to disclosure to any person upon request.

On Jan 24, 2025, at 11:49 AM, powentu@gmail.com wrote:

[The e-mail below is from an external source. Please do not open attachments or click links from an unknown or suspicious origin.]

>

> Hi:

> Hope you are well.

>

> My name is Powen. I live in Atherton. The Atherton Caltrain station has closed. We were told that the train will no longer honk as it crosses the intersection here in Watkins avenue. There is a sign that says "TRAIN NO HORN." However, we've noticed the train still honks, day and night (please see attached for video). Can you please check in on this? The train honking really disturbs our neighborhood. Thank you so much!

>

>

>

>

>

> Powen

>

<Video.mov>

Re: Suggestion to Correct Chinese Translation on Caltrain Screen

From Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Date Tue 1/28/2025 1:29 PM

To ziyigao@stanford.edu <ziyigao@stanford.edu>

Cc Board (@caltrain.com) <Board@Caltrain.com>

Dear Ziyi Gao,

Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members. Thank you for reaching out and for bringing this to our attention.

We've actually addressed this translation issue before and suspect it may be showing up on a particular train number. To help us investigate further and ensure this gets corrected, could you please provide the train number where you noticed the translation error?

Once we have that information, we'll make sure to look into it and work on getting the correct translation displayed.

Thanks again for helping us improve the experience for our riders!

Best regards,

Your Caltrain BOD Public Support Team

From: Ziyi Gao <ziyigao@stanford.edu>

Sent: Sunday, January 26, 2025 12:28:11 AM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com) <Board@Caltrain.com>

Cc: PRA <pra@caltrain.com>

Subject: Suggestion to Correct Chinese Translation on Caltrain Screen

Some people who received this message don't often get email from ziyigao@stanford.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 Team,

My name is Ziyi Gao, and I am a student living in the Bay Area. As Caltrain is my primary mode of transportation, I truly appreciate the convenience and reliability it brings to the community.

However, during my recent ride, I noticed an error in the Chinese translation on the colorful screens displaying "Welcome Boarding." The current Chinese translation reads “欢迎乘机”, which is incorrect.

As a native Chinese speaker, I can confirm that “**欢迎乘机**” specifically refers to boarding an airplane in Chinese, not a train. The accurate translation for "Welcome Boarding" in this context should be “**欢迎乘车**”, which refers to boarding a train.

This translation error feels awkward and could cause significant misunderstanding for Chinese-speaking passengers. Correcting this to “**欢迎乘车**” would not only reflect Caltrain’s professionalism but also better serve the diverse population in the Bay Area.

Thank you for considering this suggestion, and I hope this can be addressed promptly. I am more than happy to provide further clarification if needed.

Best regards,
Ziyi Gao

Ziyi Gao (He/Him)
M.S. Student '26
Atmosphere/Energy
Stanford University

Email: ziyigao@stanford.edu
Mobile: +1 650 283 9161 / +86 156 1058 8800

Stanford
School of Engineering &
Doerr School of Sustainability
Civil & Environmental Engineering

Re: Resident Concern - Fence Maintenance

From Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Date Tue 1/28/2025 1:37 PM

To Karina.Castro@sanjoseca.gov <Karina.Castro@sanjoseca.gov>

Cc Board (@caltrain.com) <board@caltrain.com>

Dear Karina,

Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members. Thank you for reaching out and sharing the concern from the resident. After reviewing the issue, we checked the location in the field and determined that the fence in question is actually on VTA property. For assistance with this matter, I recommend reaching out to VTA directly, as they manage that property.

Thanks again for your understanding, and I hope this helps resolve the issue.

Best regards,

Your Caltrain BOD Public Support Team

From: Castro, Karina <Karina.Castro@sanjoseca.gov>

Sent: Monday, January 27, 2025 8:52:02 PM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com) <board@caltrain.com>; Kevin Yin <yink@samtrans.com>

Subject: Resident Concern - Fence Maintenance

You don't often get email from karina.castro@sanjoseca.gov. [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,

I am Karina Castro from Councilmember Michael Mulcahy's office of District 6, I am reaching out to relay a constituent concern regarding the fence that separates the train station from residential property. The resident asserted that has been falling apart and us giving transients the accessibility to hide behind the fence to use as a urinal or engage in drug activities. The resident lives in Cahill Park, directly across the street from Diridon train station on Laurel Grove Lane, where the fence can be found. Would you be able to provide me with more insight on how I can request for the fence to be fixed?

If there is another entity that I should be reaching out to regarding this issue, would you be able to pass on the contact information? That would be very helpful and I would appreciate it.

Best,

Karina Castro

Policy and Legislative Aide

Office of Councilmember Michael Mulcahy

200 E. Santa Clara Street, 18th Floor

San José, CA 95113

Karina.Castro@sanjoseca.gov



RE: Holiday train stops

From Dan Lieberman <LiebermanD@samtrans.com>

Date Tue 1/28/2025 1:59 PM

To 'edrica.orlova@gmail.com' <edrica.orlova@gmail.com>

Cc Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Edrica,

Thanks for reaching out about the Holiday Train, I'm the project manager for the event. We did serve San Carlos in the first year of the Holiday Train, and my understanding is we haven't been back since. Unfortunately, the center-boarding design of the station, while great for quickly and safely loading passengers, isn't ideal for large events. We had crowds beyond what the station could accommodate, and there were concerns about people being pushed either onto the southbound tracks or over the railing at the ramp.

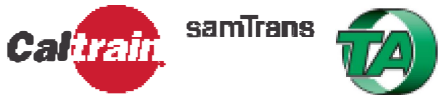
San Mateo and Redwood City Stations have much more room, making them better candidates for a large-scale event like the Holiday Train. We'd love to stop at every station, but we have to prioritize safety, particularly considering how many young children are at these events. Thankfully, with our increased weekend service, it should be easier than ever to get to a nearby station to see the show. Thanks again for reaching out, and I hope we see you at this year's Holiday Train!

Dan Lieberman, Public Information Officer

1250 San Carlos Ave San Carlos, CA 94070

Cell Phone: 650.622.2492

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Sent: Tuesday, January 28, 2025 1:50 PM

To: Dan Lieberman <LiebermanD@samtrans.com>

Subject: Fw: Holiday train stops

Hi Dan,

Would you be able to help me respond to this customer? If I remember correctly, I think the issue is that our platform at San Carlos isn't large enough?

Thanks!

(Sarah)

Your Caltrain BOD Public Support Team

From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Sent: Tuesday, December 10, 2024 11:04 AM

To: Tasha Bartholomew <bartholomewt@samtrans.com>; Mahmoud Abunie <AbunieM@samtrans.com>

Subject: Fw: Holiday train stops

Hi,

This message was sent to the board. Please let me know if I should forward it to another department for a response.

Thanks,
Sarah

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <Board@caltrain.com>

Sent: Sunday, December 8, 2024 11:48 AM

To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Subject: FW: Holiday train stops

From: Edrica Orlova <edrica.orlova@gmail.com>

Sent: Sunday, December 8, 2024 7:30:27 PM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com)

Subject: Holiday train stops

[You don't often get email from edrica.orlova@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 all,

Please include San Carlos which is the best community on the peninsula on your holiday train stop.

Thanks
Edrica Orlova

Re: Train horn in Atherton

From powentu@gmail.com <powentu@gmail.com>

Date Tue 1/28/2025 2:34 PM

To Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Cc grodericks@ci.atherton.ca.us <grodericks@ci.atherton.ca.us>; Board (@caltrain.com) <board@caltrain.com>; Board (@caltrain.com) <board@caltrain.com>

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

Hi:

Yes I took that video last Friday 1/24/25 at 833am. As seen on the video, the train was going northbound and it honked as it crossed Watkins Avenue in Atherton.

Thank you for looking into this!

Powen

On Jan 28, 2025, at 1:21 PM, Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Powen,

Thank you for reaching out, and I hope you're doing well too. Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members.

I appreciate you bringing this to our attention. I understand how disruptive train horns can be, especially during the night. To help us investigate this further, could you kindly provide the specific date and time of the occurrences you've experienced? This will assist us in identifying when the trains are honking near the Atherton station.

Thanks again for sharing.

Best regards,

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To: powentu@gmail.com <powentu@gmail.com>
Cc: Board (@caltrain.com) <board@caltrain.com>
Subject: Re: Train horn in Atherton

You don't often get email from grodericks@ci.atherton.ca.us. [Learn why this is important](#)

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

Power

Thank you for the email. Yes, the Watkins Avenue crossing has been updated with Quad Gates and was incorporated into the Town's existing Quiet Zone. Train horns should be silenced as the train moves through the Town. However, train engineers are still allowed to sound the horn for exigent circumstances or other issues on the tracks. In addition, while the horn will not sound on approach (NB or SB) to the intersections of Watkins or Fair Oaks, the trains will sound bells as they move through the station and will sound the horn if there are people in or near the tracks.

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George Rodericks
City Manager
Town of Atherton
80 Fair Oaks Lane
Atherton, CA 94027
(650) 752-0504 - Office
grodericks@ci.atherton.ca.us

[Schedule A Meeting With Me](#)

PUBLIC DISCLOSURE NOTICE:

This email and any attached files were sent from an email account assigned to a public official for the Town of Atherton. This email, replies to this email, or emails sent directly to this email account may constitute a public record and, if retained during the normal course of business, may be subject to disclosure to any person upon request.

On Jan 24, 2025, at 11:49 AM, powentu@gmail.com wrote:

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> Hi:

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>

>

>

>

>

> Powen

>

<Video.mov>

Re: Dogs?

From Joe DeFelice <defelice_joe@hotmail.com>
Date Tue 1/28/2025 4:03 PM
To Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Cc Board (@caltrain.com) <board@caltrain.com>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.
Thanks. I didn't really consider a "board level" comment, but obviously one I deemed worth bringing up, since I did. I'm actually a very satisfied Caltrain rider, and that one time was pretty unusual. Thanks.

From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Tuesday, January 28, 2025 1:11 PM
To: defelice_joe@hotmail.com <defelice_joe@hotmail.com>
Cc: Board (@caltrain.com) <board@caltrain.com>
Subject: Re: Dogs?

Dear Joe DeFelice,

Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members. Thank you for sharing your feedback. We appreciate you bringing this to our attention. We understand your concern about the situation with the individuals and the dogs on the train. While we aim to provide a safe and comfortable environment for all passengers, we also rely on conductors and station staff to monitor such situations.

We will forward your concern to the appropriate team so they can review and take any necessary actions. In the meantime, please don't hesitate to reach out if you ever feel uncomfortable or witness something that needs immediate attention during your travels.

Thanks again for sharing, and we hope to ensure a better experience for you in the future.

Your Caltrain BOD Public Support Team

From: Joe DeFelice <defelice_joe@hotmail.com>
Sent: Saturday, January 18, 2025 1:29:43 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Dogs?

You don't often get email from defelice_joe@hotmail.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.
Hi,

Today 1/17/25 on the 522 southbound express 4 apparently homeless people got on the train at the SF station (so obviously past two conductors) with 3 dogs, one being a large pit bull. Maybe he's friendly. I'm glad they didn't sit near me so I didn't have to find out. Wanted to point that out.

Thanks,

Joe DeFelice

Re: Sat., 1/25; Ticket Vending Machine Refund Request

From Charles Frye II <charles.frye1@gmail.com>

Date Wed 1/29/2025 5:37 AM

To CustomerServiceSupport <CustomerServiceSupport@samtrans.com>; Board (@caltrain.com)
<Board@Caltrain.com>

You don't often get email from charles.frye1@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,

Please see my Edenred benefits for refund purposes. My account states available balance of \$10.96 which reflects the total amount of \$130.80 being removed from my card on the 24th of January. According to edenred benefits customer service the \$130.80 will not show on the benefits transactions list because CalTrain has not processed the \$130.80 due to the error. Essentially my card was charged \$130.80 but due to the error at the load station in San Bruno on the 24th, the amount was not processed on Caltrains end but my benefits account registers it as being spent, however it will not post to the account transactions because of the processing error on Caltrains end. The 130.80 + 10.96 adds up to the shown transit balance of \$141.76, yet I only have \$10.96 to utilize.

Please let me know if any additional information is required to process this transaction refund. Thank you.

Very Respectfully,
Charles Frye

5:20

5G 95

myaccount.edenredbenefits.com



Date	Status	Tax Type	Merchant	Amount
01/24/2025	Authorization	Pre-tax Trans	CALTRAIN	\$80.00
01/10/2025	Add Funds	Pre-tax Trans		\$221.76
01/09/2025	Remove Funds	Pre-tax Trans		\$59.66
01/06/2025	Purchase	Pre-tax Trans	CALTRAIN	\$20.00
01/06/2025	Purchase	Pre-tax Trans	CALTRAIN	\$130.80
01/04/2025	Authorization	Pre-tax Trans	CALTRAIN	\$130.80
01/04/2025	Authorization	Pre-tax Trans	CALTRAIN	\$20.00
12/21/2024	Purchase	Pre-tax Trans	BART CLIPPER 16TH ST	\$11.30
12/20/2024	Authorization	Pre-tax Trans	BART-CLIPPER 16TH ST	\$11.30
12/10/2024	Add Funds	Pre-tax Trans		\$221.76
12/09/2024	Remove Funds	Pre-tax Trans		\$90.96
12/02/2024	Purchase	Pre-tax Trans	CALTRAIN	\$130.80
12/01/2024	Authorization	Pre-tax Trans	CALTRAIN	\$130.80
11/10/2024	Add Funds	Pre-tax Trans		\$221.76
11/09/2024	Remove Funds	Pre-tax Trans		\$10.96
10/24/2024	Purchase	Pre-tax Trans	CALTRAIN	\$130.80
10/23/2024	Authorization	Pre-tax Trans	CALTRAIN	\$130.80
10/14/2024	Purchase	Pre-tax Trans	CALTRAIN	\$80.00
10/13/2024	Authorization	Pre-tax Trans	CALTRAIN	\$80.00
10/10/2024	Add Funds	Pre-tax Trans		\$221.76
09/04/2024	DeclinedInsufficient		CALTRAIN	\$130.80
09/04/2024	DeclinedInsufficient		CALTRAIN	\$130.80
09/01/2024	DeclinedInsufficient		CALTRAIN	\$130.80
09/01/2024	DeclinedInsufficient		CALTRAIN	\$130.80
08/25/2024	DeclinedInsufficient		CALTRAIN	\$130.80
08/25/2024	DeclinedInsufficient		CALTRAIN	\$130.80
08/09/2024	Remove Funds	Pre-tax Trans		\$36.96
07/29/2024	Purchase	Pre-tax Trans	CALTRAIN	\$184.80
07/28/2024	Authorization	Pre-tax Trans	CALTRAIN	\$184.80
07/10/2024	Add Funds	Pre-tax Trans		\$221.76
07/09/2024	Remove Funds	Pre-tax Trans		\$36.96
06/29/2024	Purchase	Pre-tax Trans	CALTRAIN	\$184.80
06/28/2024	Authorization	Pre-tax Trans	CALTRAIN	\$184.80
06/10/2024	Add Funds	Pre-tax Trans		\$221.76



5:21

5G 94



myaccount.edenredbenefits.com



About My Card

Card ending in 9999

Expires: 05/29 | Status: Active

Your total card balance is **\$10.96**

For Transit
up to **\$141.76**

For Parking
up to **\$0.00**

Monthly Employer Contribution: \$0.00 

Mailed On: 05/30/2024

Activated On: 06/18/2024

[Report Lost/Stolen](#)

[Request
PIN](#)



On Demand Texting

Enter your mobile phone number for on demand

Enter your mobile phone number for statements
balance information on your Prepaid Mastercard.
You will receive a confirmation via text message*.
*Standard text messaging rates apply.

Mobile Phone



Sent from my iPhone

On Jan 26, 2025, at 11:24 AM, CustomerServiceSupport
<CustomerServiceSupport@samtrans.com> wrote:

Charles,

Email an online transaction statement for your US Navy EdenRed Commuter Benefits M/C.

Thanks.

Harish

1-800-660-4287

Customer Service Support

Submitted on Sat, 01/25/2025 - 12:29 pm

Submitted by: Webmaster

Submitted values are:

Customer Information

Name

Charles Frye

Address

1095 Rollins road
Apt 400
Burlingame , California. 94010
United States

Email

charles.frye1@gmail.com

Phone

9128449107

Ticket Information**Reason for Request (500 characters limit):**

At approximately 1158 at the southbound San Bruno station I was attempting to reload my monthly pass. After my payment processed and I added my virtual clipper back to the machine, the machines stated an error and informed me to call cal train. I was buying my monthly from Zone 2- zone 3

Amount requesting:

130.80

Ticket Type

Monthly pass

Date and Time of Purchase (Refund will only be processed if this form is submitted within 30 days from the date of purchase)

Sat, 01/25/2025 - 12:58

Station

San Bruno

Please call 1-800-660-4287 for Machine Malfunctions so that we can verify your refund. Please provide the Ticket Vending Machine number here. It starts with JPB.

078

Payment Information

If you paid with a Credit Card, please provide the Type of card:

MasterCard

Please list ONLY the LAST 8 digits

05189999

Expiration Date (MM/YYYY)

Tue, 05/01/2029 - 00:00

Would you like to receive complimentary tickets in lieu of a refund?

No

Fwd: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

From Anne de la Rosa <agdelarosa27@gmail.com>

Date Wed 1/29/2025 4:36 PM

To Caltrain Construction <construction@caltrain.com>; Navdeep Dhaliwal <DhaliwalN@caltrain.com>; Board (@caltrain.com) <board@caltrain.com>; Lisa Diaz Nash <ldiaznash@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>; Mike Johnson <mikeajohnson42@gmail.com>; BrianP <casekraft@gmail.com>; Rachel <chanteloup5@yahoo.com>; Thomas Butler <thomasbbutler@gmail.com>; Chris Brousseau <chrisbrousseau@gmail.com>; alee@cityofsanmateo.org <alee@cityofsanmateo.org>

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

I just spoke to the workers who are conducting the vibration and noise monitoring and they said they are only allowed to do it on Caltrain right of way and not on the city streets. Yet the email sent by Caltrain below states testing will be done on sidewalks. The testing just started being set up 3:15pm today and there's a meeting over this issue with the City of San Mateo TOMORROW evening. HOW CAN WE GET TESTING DOWN CLOSER TO OUR HOMES between 10th and 11th Avenues before this meeting? Has Caltrain requested with San Mateo and been denied or has Caltrain chosen not to do this testing in the area where they have been told the problems exist?

Please extend the measurement hours to 5 am - 1 am to include the two trains that seem to cause the most disturbance. The first train (that doesn't even appear on the schedule, it might be a repositioning train that goes through Hayward Park around 5:42 am and the last train in the evening around 12:24 am. I hope that testing will also include measurements comparing the NB track vs SB track. Our issues are only with the SB tracks. Biggest issues are with the faster trains.

Hoping Caltrain will finally come thru for us, and remedy these vibration issues for us, but the City of San Mateo needs to insist that vibration testing take place closer to our homes and not let Caltrain ignore the damage being caused to our homes and our health by this set out track that should never have been constructed in a residential neighborhood in the first place.

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

----- Forwarded message -----

From: **Anne de la Rosa** <agdelarosa27@gmail.com>

Date: Tue, Jan 28, 2025 at 6:40 PM

Subject: Re: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

To: Caltrain Construction <construction@caltrain.com>

CC: Navdeep Dhaliwal <dhaliwalN@caltrain.com>akhojikian@cityofsanmateo.org

The strongest vibrations are from the early morning train around 5:24am and the after midnight trains. Can the measurement times be extended? It seems like faster trains cause more vibration.

Hope there's a monitor placed near 1017-1099 s b st.

Also, We'd appreciate a comparison between the north and southbound trains. We have no issues with NB trains.

To be clear, we think all the vibration issues are from all the soil that was brought in for side track. The vibration issues started the day the setout track was connected to the main.

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

On Tue, Jan 28, 2025 at 4:23 PM Caltrain Construction <Construction@caltrain.com> wrote:

Dear, Mrs. De La Rosa,

We are reaching out to you to provide an update regarding noise and vibration monitoring. Caltrain will be performing vibration and noise monitoring at various locations between 9th and 12th Avenue starting Wednesday, January 29, through Friday, January 30, between 6:00 AM and 12:00 AM. Residents may notice small equipment on the Caltrain right-of-way and on sidewalks during this time. Please note that the schedule is subject to change due to weather conditions.

If you have any questions please let us know.

Best,

Caltrain Team

--

Anne de la Rosa
agdelarosa27@gmail.com

Re: Issues -Blossom hill Caltrain station

From Dhanya Rajan <rajan.dhanya@gmail.com>

Date Thu 1/30/2025 10:05 AM

To Baltazar Lopez <lopezb@caltrain.com>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Cc Pankaj Kumar <pankajkumar19@icloud.com>; Tara Dang <Tara.Dang@sanjoseca.gov>; Raul Lopez <lopezinc_2000@yahoo.com>; The Office of Mayor Matt Mahan <mayor@sanjoseca.gov>; Mila Heally <mila1.clna@gmail.com>

 1 attachment (54 KB)

No Encampment Sign.jpg;

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

Dear Baltazar,

The Mayor has confirmed that the Great Oaks Pkwy-Endicott encampment will be abated in three weeks (around February 17, 2025), with no-return zones enforced in the neighborhood. However, there are still tents inside the Blossom Hill Caltrain station.

Could you coordinate with the city to address the encampment within the station and explore a commitment from the city to enforce a no-return zone there as well? Please review the attached signage for reference. Please fix the broken fences too.

During a recent Zoom meeting with the Mayor, a neighbor expressed fear about accessing the train station. She reported being threatened by individuals sleeping on the ramp, who demand money in exchange for using what they claim as their property. As a result, she now avoids the ramp entirely, instead running through gaps in the torn fence and across the tracks to reach the platform. She is even considering driving to SFO instead of taking Caltrain due to safety concerns. I am sure many people avoid the station entirely because of this serious safety issue.

This recurring issue is not only a safety hazard but also discourages ridership. Please take action to resolve this matter and ensure a safer commuting environment.

Thank you for your attention to this urgent issue.

Regards,

Dhanya Rajan

408-431-1574

On Mon, Dec 9, 2024 at 12:36 PM Baltazar Lopez <lopezb@caltrain.com> wrote:

Hi Pankaj,

I left you a voice message at your 949-4132248 number with my recommendation to how we best address this issue as I have confirmed that the blight and encampment is not on our property.

We are committed to being a partner in resolving this issue.

From: Pankaj Kumar <pankajkumar19@icloud.com>

Sent: Friday, November 29, 2024 12:21 PM

To: Baltazar Lopez <lopezb@caltrain.com>

Cc: Tara Dang <Tara.Dang@sanjoseca.gov>; Dhanya Rajan <rajan.dhanya@gmail.com>

Subject: Re: Issues -Blossom hill Caltrain station

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

Hi Baltz I noticed 5-6 shopping carts all over the place , a person sleeping 4-5 feet from railway track . The encampments on the station still intact and tons of blight around .

When are you going to address these issues?

Regards

Pk

Sent from my iPhone

On Nov 18, 2024, at 1:35 PM, Pankaj Kumar <pankajkumar19@icloud.com> wrote:

Dear Baltz

I think you should pay a visit if possible. This will help us show you around .

Is your team suggesting encampments are on city land ?

I am seeing multiple encampments as close as 8-10 feet from railway track .

The one encampment is under the bridge right at the station.

Request

Pk

Sent from my iPhone

On Nov 18, 2024, at 12:16 PM, Baltazar Lopez <lopezb@caltrain.com> wrote:

Hi Pankaj,

My team got back to me regarding jurisdiction and the encampments are not on our property, but I am working with them to come up with potential options where we can still assist. I am still waiting to hear back from on the lighting and other safety concerns on the platform and other parts that are owned by us.

From: Pankaj Kumar <pankajkumar19@icloud.com>

Sent: Friday, November 15, 2024 9:30 AM

To: Baltazar Lopez <lopezb@caltrain.com>; Tara Dang <Tara.Dang@sanjoseca.gov>

Cc: Dhanya Rajan <rajan.dhanya@gmail.com>

Subject: Re: Issues -Blossom hill Caltrain station

You don't often get email from pankajkumar19@icloud.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 Baltz

Not sure if you sent Caltrain team to scan the location we discussed about.

Our request is to start with whatever Caltrain can handle now with involvement from the city.

The area is getting filthy every day .

Regards

PK

Sent from my iPhone

On Nov 4, 2024, at 3:45 PM, Pankaj Kumar
<pankajkumar19@icloud.com> wrote:

Thank you Baltz.

This neighborhood have supported with those in need yet suffered for 4 long years dealing encampments, blight ,drugs, crime , graffiti non stop .

Now is the time come together and help address this issue for good .

Regards

PK

Sent from my iPhone

On Nov 4, 2024, at 12:09 PM, Baltazar Lopez
<lopezb@caltrain.com> wrote:

Hello Pankaj and Dhanya,

Acknowledging I have received your email and have access to the attached pictures. I have forwarded this to my team to begin looking into solutions.


**Baltazar Lopez, Government & Community Affairs
Officer**

1250 San Carlos Ave San Carlos, CA 94070

Cell Phone: 650.730.4981

Email:LopezB@Caltrain.com

www.caltrain.com

 Caltrain logo with Safety Tagline

From: Dhanya Rajan <rajan.dhanya@gmail.com>
Sent: Monday, November 4, 2024 9:29 AM
To: Baltazar Lopez <lopezb@caltrain.com>
Cc: Joe Lopez <joealopez@cs.com>; Vanessa Gonzalez <vanessa.gonzalez@sanjoseca.gov>; Pankaj Kumar <pankajkumar19@icloud.com>
Subject: Re: Issues -Blossom hill Caltrain station

You don't often get email from rajan.dhanya@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.

Hi Mr. Lopez,

Thanks for reaching out to us. Here are the pics we have collected from the encampment and the document created about Special Tax District CFD 14. The city should not be using this for running an encampment. Hope Caltrain can come up with a memorandum with the city to keep the station and tracks clear to at least 150ft. Hoping to work with you in getting this resolved. Thanks

[Great Oaks pkwy-Endicott Blvd encampment pics - Google Photos](#)

[Special Tax District CFD 145](#)

Regards,

Dhanya Rajan

408-431-1574

On Thu, Oct 31, 2024 at 3:04 PM Pankaj Kumar
<pankajkumar19@icloud.com> wrote:

Dear Boltz,

First of all thank you so much for your outreach.

As discussed, wud appreciate your help to kindly into the following concerns impacting more than 4000 residents and businesses in and around blossom hill Caltrain station-

1. There has been an encampment right at the station for 3 -4 years . We had multiple fire incidents at this place earlier. This needs to be abated permanently with appropriate message or sign board those who trespass and violate the guidelines.
2. Please see if you can make the station more welcoming for commuters now that folks have started to go to the office. Anything you could do will help . This does not need be expensive . Succulents, plants anything will help .
3. The fence for almost 2-3 miles both sides have been cut by the folks living in these encampments. How do we ensure this is repaired and stopped permanently?
4. There are around 25-30 encampments built on the fence . We need to work with city and your team to address them permanently.

I am also looping in joe lopez who is running for D2 and is familiar with issues at this location.

Also looping in Vanessa from mayor's office

who supports our community via beautify San Jose initiative.

Thank you so much again .

Regards
PK
Silver leaf neighborhood

As discussed, Dhanya will share pics with you .

Sent from my iPhone

THIS IS A NO ENCAMPMENT ZONE

NO ENCAMPMENTS ARE PERMITTED IN THIS AREA.

All encampments in this area are subject to immediate abatement.

To claim property, you will be required to provide:

1. A description of the items
2. Location of the cleanup
3. Schedule a date and time to return to collect your items

All unclaimed property will be disposed of after 90 days.

If you need help with housing or want to learn about resources available to you, contact: Here4You Call Center at (408) 385-2400 between 9 a.m. - 7 p.m.



**CONTACT
BEAUTIFY SJ TO
PICK UP YOUR
PROPERTY**
(408) 795-1851,
Monday-Friday,
8 a.m. to 4 p.m.
beautify@sanjoseca.gov



RE: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

From John Hogan <HoganJ@samtrans.com>

Date Thu 1/30/2025 10:12 AM

To Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Casey Fromson <Fromsonc@caltrain.com>; Brent Tietjen <TietjenB@caltrain.com>; Robert Barnard <BarnardR@caltrain.com>; Angela Myrechuck <MyrechuckA@caltrain.com>

Cc Jason Dayvault <DayvaultJ@caltrain.com>

I have forwarded to Rob and Angie since I am not aware of this testing.
John

John Hogan
Chief Operating Officer
Caltrain
617-756-0329



SAFETY
FIRST AND ALWAYS

From: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Sent: Thursday, January 30, 2025 8:06 AM

To: Casey Fromson <Fromsonc@caltrain.com>; Brent Tietjen <TietjenB@caltrain.com>

Cc: Jason Dayvault <DayvaultJ@caltrain.com>; John Hogan <HoganJ@samtrans.com>

Subject: FW: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

Good morning.

Unsure who else should be aware, but the Board received the email below. Noticed Navi is in the email distribution list. Please forward to whoever deemed necessary. It will be included in the Board correspondence packet and Customer Service will be responding.

Thanks,

Margaret

From: Anne de la Rosa <agdelarosa27@gmail.com>

Sent: Wednesday, January 29, 2025 4:36 PM

To: Caltrain Construction <construction@caltrain.com>; Navdeep Dhaliwal <DhaliwalN@caltrain.com>; Board (@caltrain.com) <board@caltrain.com>; Lisa Diaz Nash <ldiaznash@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>; Mike Johnson <mikeajohnson42@gmail.com>; BrianP <casekraft@gmail.com>; Rachel <chanteloup5@yahoo.com>; Thomas Butler <thomasbbutler@gmail.com>; Chris Brousseau <chrisbrousseau@gmail.com>; alee@cityofsanmateo.org

Subject: Fwd: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

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I just spoke to the workers who are conducting the vibration and noise monitoring and they said they are only allowed to do it on Caltrain right of way and not on the city streets. Yet the email sent by Caltrain below states testing will be done on sidewalks. The testing just started being set up 3:15pm today and there's a meeting over this issue with the City of San Mateo TOMORROW evening. HOW CAN WE GET TESTING DOWN CLOSER TO OUR HOMES between 10th and 11th Avenues before this meeting? Has Caltrain requested with San Mateo and been denied or has Caltrain chosen not to do this testing in the area where they have been told the problems exist?

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

----- Forwarded message -----

From: **Anne de la Rosa** <agdelarosa27@gmail.com>

Date: Tue, Jan 28, 2025 at 6:40 PM

Subject: Re: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

To: Caltrain Construction <construction@caltrain.com>

CC: Navdeep Dhaliwal <dhaliwalN@caltrain.com>akhojikian@cityofsanmateo.org

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

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If you have any questions please let us know.

Best,

Caltrain Team

--

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agdelarosa27@gmail.com

Re: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

From Brent Tietjen <TietjenB@caltrain.com>

Date Thu 1/30/2025 10:24 AM

To John Hogan <HoganJ@samtrans.com>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Casey Fromson <Fromsonc@caltrain.com>; Robert Barnard <BarnardR@caltrain.com>; Angela Myrechuck <MyrechuckA@caltrain.com>; Navdeep Dhaliwal <DhaliwalN@caltrain.com>

Cc Jason Dayvault <DayvaultJ@caltrain.com>

+ [@Navdeep Dhaliwal](#) as she has been in contact with Anne.

Brent

Get [Outlook for iOS](#)

From: John Hogan <HoganJ@samtrans.com>

Sent: Thursday, January 30, 2025 10:12:40 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Casey Fromson <Fromsonc@caltrain.com>; Brent Tietjen <TietjenB@caltrain.com>; Robert Barnard <BarnardR@caltrain.com>; Angela Myrechuck <MyrechuckA@caltrain.com>

Cc: Jason Dayvault <DayvaultJ@caltrain.com>

Subject: RE: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

I have forwarded to Rob and Angie since I am not aware of this testing.

John

John Hogan
Chief Operating Officer
Caltrain
617-756-0329



SAFETY
FIRST AND ALWAYS

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Cc: Jason Dayvault <DayvaultJ@caltrain.com>; John Hogan <HoganJ@samtrans.com>

Subject: FW: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

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Margaret

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Subject: Fwd: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

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Please extend the measurement hours to 5 am - 1 am to include the two trains that seem to cause the most disturbance. The first train (that doesn't even appear on the schedule, it might be a repositioning train that goes through Hayward Park around 5:42 am and the last train in the evening around 12:24 am. I hope that testing will also include measurements comparing the NB track vs SB track. Our issues are only with the SB tracks. Biggest issues are with the faster trains.

Hoping Caltrain will finally come thru for us, and remedy these vibration issues for us, but the City of San Mateo needs to insist that vibration testing take place closer to our homes and not let Caltrain ignore the damage being caused to our homes and our health by this set out track that should never have been constructed in a residential neighborhood in the first place.

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

----- Forwarded message -----

From: Anne de la Rosa <agdelarosa27@gmail.com>

Date: Tue, Jan 28, 2025 at 6:40 PM

Subject: Re: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

To: Caltrain Construction <construction@caltrain.com>

CC: Navdeep Dhaliwal <dhaliwalN@caltrain.com>akhojikian@cityofsanmateo.org

The strongest vibrations are from the early morning train around 5:24am and the after midnight trains. Can the measurement times be extended? It seems like faster trains cause more vibration.

Hope there's a monitor placed near 1017-1099 s b st.

Also, We'd appreciate a comparison between the north and southbound trains. We have no issues with NB trains.

To be clear, we think all the vibration issues are from all the soil that was brought in for side track. The vibration issues started the day the setout track was connected to the main.

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

On Tue, Jan 28, 2025 at 4:23 PM Caltrain Construction <Construction@caltrain.com> wrote:

Dear, Mrs. De La Rosa,

We are reaching out to you to provide an update regarding noise and vibration monitoring. Caltrain will be performing vibration and noise monitoring at various locations between 9th and 12th Avenue starting Wednesday, January 29, through Friday, January 30, between 6:00 AM and 12:00 AM. Residents may notice small equipment on the Caltrain right-of-way and on sidewalks during this time. Please note that the schedule is subject to change due to weather conditions.

If you have any questions please let us know.

Best,

Caltrain Team

--

Anne de la Rosa
agdelarosa27@gmail.com

Re: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

From Navdeep Dhaliwal <DhaliwalN@caltrain.com>

Date Thu 1/30/2025 10:36 AM

To Brent Tietjen <TietjenB@caltrain.com>; John Hogan <HoganJ@samtrans.com>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Casey Fromson <Fromsonc@caltrain.com>; Robert Barnard <BarnardR@caltrain.com>; Angela Myrechuck <MyrechuckA@caltrain.com>; Myrechuck, Angie <angie.myrechuck@aecom.com>

Cc Jason Dayvault <DayvaultJ@caltrain.com>

I have discussed this with the project team on a potential alternative and response.

Please see below:

Caltrain is scheduled to conduct noise monitoring from multiple locations over the next three days, including the sidewalk on South Railroad Avenue. However, vibration monitoring is planned only within Caltrain right-of-way, near the vibration source. The vibration monitoring devices require installation within bare soil to ensure accurate measurement of train-induced vibrations. Placing these devices on the sidewalk could lead to inaccurate readings.

Please note the following:

- Monitoring vibrations from the sidewalk would require a permit from the City, drilling holes for installation, and securing a stable plate for the device. **I am sure we can get a permit for this- and happy to reach out to the city to help facilitate**
- The accuracy of the readings may be affected due to differences in the material properties between ground and pathed surface.
- Traffic and neighborhood noise could interfere with results, although I'm not sure how much traffic there is along Railroad Ave
- We can extend the duration of testing to cover 1am – 5am, but that would increase the cost beyond what's included in our WD. **@Myrechuck, Angie would we have budget for additional monitoring?**

Navi Dhaliwal, MPPA

Acting, Government and Community Affairs Manager

1250 San Carlos Ave San Carlos, CA 94070

Cell Phone: 650.730.6077

www.caltrain.com



SAFETY
FIRST AND ALWAYS

From: Brent Tietjen <TietjenB@caltrain.com>

Sent: Thursday, January 30, 2025 10:24 AM

To: John Hogan <HoganJ@samtrans.com>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Casey Fromson <Fromsonc@caltrain.com>; Robert Barnard <BarnardR@caltrain.com>; Angela Myrechuck <MyrechuckA@caltrain.com>; Navdeep Dhaliwal <DhaliwalN@caltrain.com>

Cc: Jason Dayvault <DayvaultJ@caltrain.com>

Subject: Re: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

+ [@Navdeep Dhaliwal](#) as she has been in contact with Anne.

Brent

Get [Outlook for iOS](#)

From: John Hogan <HoganJ@samtrans.com>

Sent: Thursday, January 30, 2025 10:12:40 AM

To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Casey Fromson <Fromsonc@caltrain.com>; Brent Tietjen <TietjenB@caltrain.com>; Robert Barnard <BarnardR@caltrain.com>; Angela Myrechuck <MyrechuckA@caltrain.com>

Cc: Jason Dayvault <DayvaultJ@caltrain.com>

Subject: RE: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

I have forwarded to Rob and Angie since I am not aware of this testing.

John

John Hogan
Chief Operating Officer
Caltrain
617-756-0329



SAFETY
FIRST AND ALWAYS

From: Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Sent: Thursday, January 30, 2025 8:06 AM

To: Casey Fromson <Fromsonc@caltrain.com>; Brent Tietjen <TietjenB@caltrain.com>

Cc: Jason Dayvault <DayvaultJ@caltrain.com>; John Hogan <HoganJ@samtrans.com>

Subject: FW: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

Good morning.

Unsure who else should be aware, but the Board received the email below. Noticed Navi is in the email distribution list. Please forward to whoever deemed necessary. It will be included in the Board correspondence packet and Customer Service will be responding.

Thanks,

Margaret

From: Anne de la Rosa <agdelarosa27@gmail.com>

Sent: Wednesday, January 29, 2025 4:36 PM

To: Caltrain Construction <construction@caltrain.com>; Navdeep Dhaliwal <DhaliwalN@caltrain.com>; Board (@caltrain.com) <board@caltrain.com>; Lisa Diaz Nash <ldiaznash@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>; Mike Johnson <mikeajohnson42@gmail.com>; BrianP <casekraft@gmail.com>; Rachel <chanteloup5@yahoo.com>; Thomas Butler <thomasbbutler@gmail.com>; Chris Brousseau <chrisbrousseau@gmail.com>; alee@cityofsanmateo.org

Subject: Fwd: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring

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If you have any questions please let us know.

Best,

Caltrain Team

--

Anne de la Rosa
agdelarosa27@gmail.com

TRANSIT FUNDING + REGIONAL PLANNING + PANDAS

From Howard <wongaia@aol.com>

Date Thu 1/30/2025 6:21 PM

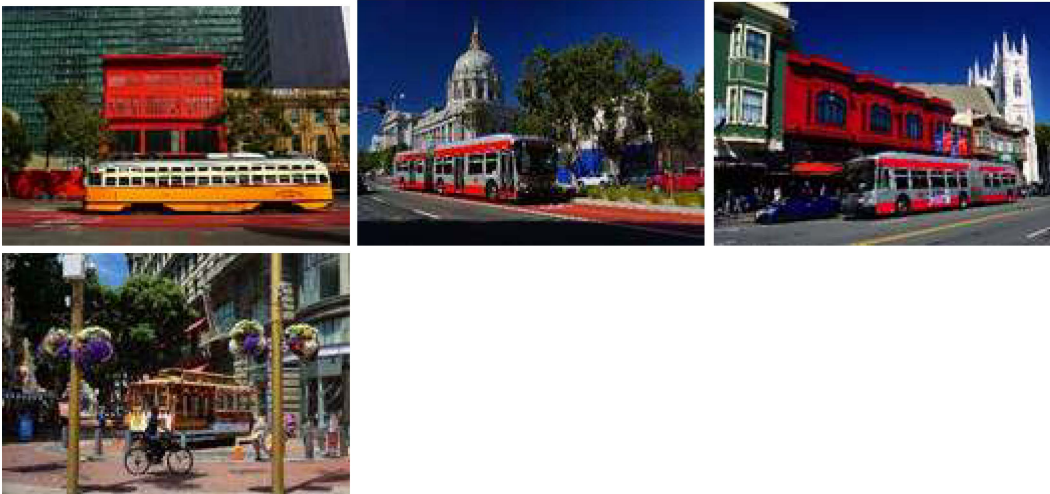
To Board (@caltrain.com) <board@caltrain.com>; cacsecretary [@caltrain.com] <cacsecretary@caltrain.com>; Caltrain, Bac (@caltrain.com) <bac@caltrain.com>

📎 1 attachment (2 MB)

~000-PANDAS DOWNTOWN SAN FRANCISCO.docx.pdf;

You don't often get email from wongaia@aol.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.



TRANSIT FUNDING: SIMPLER HOLISTIC PLANNING + + +

Like in Pennsylvania, the State can shift (flex) federal funding from highways to public transit. SFMTA (Muni) can flex funding from capita projects to operations. Flexing is a temporary fix, allowing time for a Regional Transportation Revenue Measure in November 2026's election--- which can pass if transit advocates take the lead and help shape a transformative Bay Area mobility vision. Near-term Muni service cuts are too damaging---causing cascading ridership drops and dampening economic growth.

STREETS BLOG: Pennsylvania Shifted Cash From Highways to Transit – But Other States Could Go Even Further <https://usa.streetsblog.org/2024/11/27/pennsylvania-shifted-cash-from-highways-to-transit-but-other-states-could-go-even-further>

STREETS BLOG: Illinois could help beat the transit fiscal cliff by shifting federal funding from highways to public transportation <https://chi.streetsblog.org/2024/12/16/illinois->

[could-beat-the-transit-fiscal-cliff-by-shifting-federal-funding-from-highways-to-public-transportation](#)

SFMTA: Flexing Capital Funds to Operations:

[https://media.api.sf.gov/documents/MFWG Service Cuts Options for Discussion - 20 Nov 2024.pdf](https://media.api.sf.gov/documents/MFWG_Service_Cuts_Options_for_Discussion_-_20_Nov_2024.pdf)

SFMTA: Muni Funding Working Group---Data and Options: <https://www.sf.gov/resource/-2024--muni-funding-working-group-meeting-materials>

FUNDING OUR FUTURE: A Roadmap for Equitable and Sustainable Transportation Action in Massachusetts:

<https://drive.google.com/file/d/1NVfwtrvoQnMIS68Z11jyrGnw5kJBxx34/view?pli=1>

Note: An overview of common transportation revenue problems, recommendations and case studies.

SWI: Swiss reject plans for bigger motorways and extra rights for landlords

<https://www.swissinfo.ch/eng/swiss-politics/swiss-reject-plans-for-bigger-motorways-and-extra-rights-for-landlords/88277982>



REGIONAL TRANSIT + PANDAS DOWNTOWN SF (ATTACHED)


REGIONAL TRANSIT TEAMWORK: *Occam's razor* (problem-solving principle): "Entities should not be multiplied unnecessarily" and "The simplest explanation [solution] is usually the best one." Consider regional transit efficiencies and new funding sources through regional collaboration, integration, planning, and teamwork. As budget fiscal cliffs threaten transit existentially, the Bay Area's 27 transit agencies can work as a collective ---because a well-oiled sum is greater than its disparate parts. Around the world, regional metropolitan agencies are great models, better serving their constituent parts (cities, counties, provinces, states, towns). The Bay Area can do the same---for cost savings, operating efficiencies, shared resources, purchasing power, system simplifications, and more ridership/ revenues. MTC (Metropolitan Transportation Commission) has already made great strides in its regional network management programs; and even without legal mandates, transit agencies can accelerate collaboration---for survival. Moreover, regional planning can connect high-volume destinations/ urban nodes/ transit centers; and design regional transit magnets, like a world-class Panda/ Conservation Center.


Red and Pink Wavy Line | by:~InfinityIyah by InfinityIyah


Red and Pink Wavy Line | by:~InfinityIyah by InfinityIyah

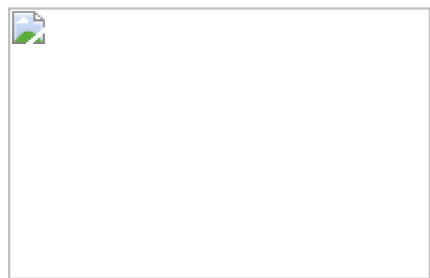
NEXT CITY: Should Cities Reject Bad Transit Until Something Better Comes Along? A Lesson from Zurich: <https://nextcity.org/urbanist-news/should-cities-reject-bad-transit-a-lesson-from-zurich> Rather than moving its surface transit underground, Zurich decided to strengthen and speed up the bus and tram networks through dedicated transit lanes and priority at stoplights (approved in 1977), and to expand trams to the city's outer reaches and beyond (still under construction). [NOTE: Keep it simple.]

WEBINAR: Lessons from Switzerland for Bay Area and US Public Transit (Seamless Bay Area): <https://www.youtube.com/watch?v=SbqaGgkvJk8>

 Red and Pink Wavy Line | by:~InfinityIyah by InfinityIyah

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 Red and Pink Wavy Line | by:~InfinityIyah by InfinityIyah



MASS TRANSIT: Employee Initiative Drives Growth and Success at C-TRAN

<https://www.masstransitmag.com/management/article/21279565/employee-initiative-drives-growth-and-success-at-c-tran>


Establishing a work environment that celebrates communication and authenticity empowers employees to spark change and forge new paths for continued growth and success. Much of C-TRAN's success has been made possible by employees of all levels feeling empowered to not only make the agency a better place, but the community a better place. "We give people the opportunity to lead...".

KTVU: BART could take steps to cut the cost of transfers to other transit

<https://www.ktvu.com/news/bart-directors-could-take-steps-cut-cost-transfers-other-transit>

BART & Caltrain Transfers: <https://www.bart.gov/guide/transit/transfers>

MODAL SHARE CHART: https://en.wikipedia.org/wiki/Modal_share

 Red and Pink Wavy Line | by:~InfinityIyah by InfinityIyah

 Red and Pink Wavy Line | by:~InfinityIyah by InfinityIyah

EXCERPT: ATTACHED---PANDAS DOWNTOWN SF

QUICK CASE STUDIES: PANDAS AND CONSERVATION ZOOS: During election seasons, the entire political spectrum hashes out societal problems and solutions. After elections, the same divisive cycle begins again. Holistic/ visionary ideas should be seriously considered. By example, Downtown San Francisco offers the largest potential Panda Habitat---with the flexibility for state-of-the-art facilities and technology---and maximum regional benefits and

fundraising prospects, as well as longest-term financial sustainability. Some panda projects (See more in Attached):



Berlin Panda Paradise: The new 59,000 square feet facility includes a Visitors Pavilion inspired by 1898 Chinese architecture. The panda house has tiled facades and Chinese-style gates, railings, and colors. Bamboo plants, rock formations and small waterways are modelled after natural Sichuan habitats.

<https://www.zoo-berlin.de/en/news/zoo-news/detail/plans-unveiled-for-our-panda-paradise>



Ueno Zoo (Tokyo): The 73,200 square feet habitat has the look and feel of China's mountainous Sichuan Province---with trees, boulders, and caves. Called "Panda no Mori", the center's name can be translated as Panda Forest, but the word "mori" also means "conservation"---including a nursing facility for newborns.

<https://www.timeout.com/tokyo/news/ueno-zoo-has-opened-a-new-panda-enclosure-that-resembles-the-bears-habitat-091120>



Adelaide Zoo Bamboo Forest: Visitors flow through a sequence of rooms, both indoor and outdoor, for a series of experiences--- duck water glades to circular amphitheater spaces. The 55,400 square feet facility has a separate conservation center---research, breeding, and education.

<https://architectureau.com/articles/giant-panda-bamboo-forest-adelaide-zoo/>



Smithsonian Zoo (Washington DC): Along a landscaped Asian Trail, the 40,000 square feet Panda Habitat was uniquely designed--- with the help of pandas whose preferences were observed for years. Rolling rocky terrain, dense planting with bamboo/ perennials. large trees, grottos, and water features.

<https://zoolex.org/gallery/show/964/>

GUARDIAN: Zoos weigh up the costs of China's 'pandanomics'

<https://www.theguardian.com/world/2014/sep/13/edinburgh-zoo-pandas-tian-tian-china-pandanomics-birth-cub>

Having a panda can be ruinous, say some zoos, and could even take money away from other conservation work. Washington, Atlanta, Memphis, and San Diego zoos are said to have spent \$33m more on pandas from 2000-03 than they received from showing them.

BBC: Why paying for pandas is not so black and white

<https://www.bbc.com/worklife/article/20190516-why-paying-for-pandas-is-not-so-black-and-white>

Looking after each panda also costs many hundreds of thousands of dollars a year. Pandas are the most expensive animal to keep in a zoo, costing about five times as much as an elephant.

PANDAS DOWNTOWN SF: STRATEGIC CRITERIA

BIGGER FLEXIBLE SPACE: Downtown offers more square footage than the existing SF Zoo-- overcrowded, aging infrastructure. Portions of Macy's 400,000 square footage could be reimagined for a modern Panda habitat. Public spaces (Geary Boulevard, sidewalks, public air-rights, Union Square) could be reimagined as green parkways. Or other sites?

DONATIONS-IN-KIND: Macy's could donate portions of their building---in exchange for added value to their property, tax advantages, and advertising returns. Public parks, streets, sidewalks, and air-rights are existing public assets---no cost. Or Emporium Center or ?

FUNDRAISING DIVERSIFICATION: Widens the pool of donors---with broad swaths of downtown and the region benefiting from Pandas Downtown.

ATTACHED: FULL ANALYSIS + MORE PANDA PROJECTS

Howard Wong, AIA wongaia@aol.com



PANDAS DOWNTOWN SAN FRANCISCO

By Howard Wong, AIA wongaia@aol.com November 2024

CASE STUDY: An example of integrated regional planning---to tackle multiple regional problems simultaneously. Leveraging regional funding, expertise, and resources, a centralized world-class Panda Conservation Center would spark regional economics, transit and more---within a faster schedule. Think stellar architecture, animal care and customer experience. Think Design+Economics+Jobs+Technology+Tranist---everything, everywhere, all at once---utilizing public land and public/ private partnerships. Some panda projects:



Central Park Zoo: In the middle of Manhattan, a thriving downtown zoo (off 5th Avenue at 64th Street)---founded in 1861 and transformed in 1988 into a wildlife conservation center. Animals include grizzly bears and red pandas. <https://centralparkzoo.com/about>



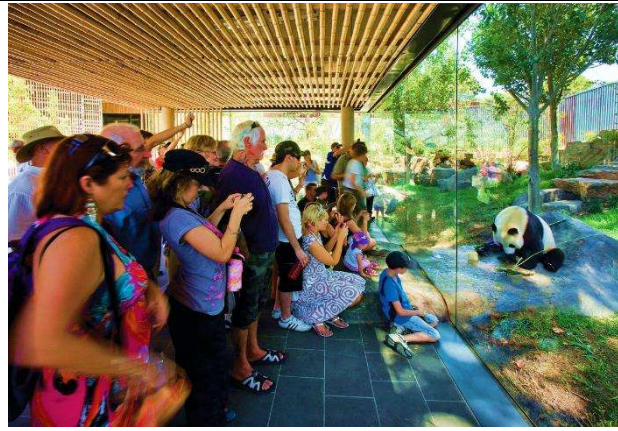
Copenhagen Yin-Yang Panda House: Working with China experts in zoology and veterinary medicine, natural habitats were created. The 26,000 square foot facility has harmoniously linked indoor-outdoor gardens---viewable from multi-directions. <https://www.archdaily.com/927643/panda-house-big>



Berlin Panda Paradise: The new 59,000 square foot facility includes a Visitors Pavilion inspired by 1898 Chinese architecture. The panda house has tiled facades and Chinese-style gates, railings, and colors. Bamboo plants, rock formations and small waterways are modelled after natural Sichuan habitats. <https://www.zoo-berlin.de/en/news/zoo-news/detail/plans-unveiled-for-our-panda-paradise>



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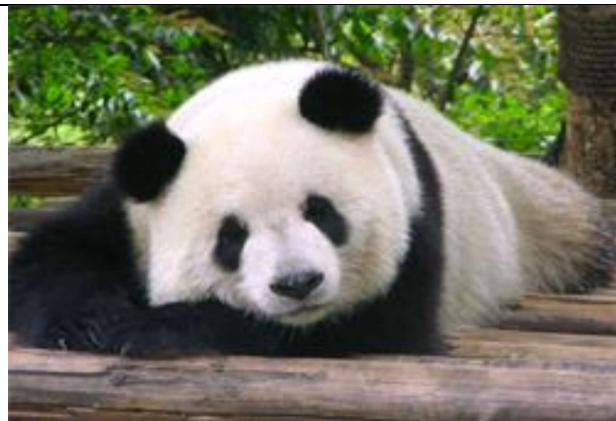
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Pavilion Capital Giant Panda Forest, Singapore: A glass bio-domed roof encloses a climate/ humidity-controlled forest (in tropics). The 16,150 square feet natural habitat has lush plantings, trees, boulders, and water features. A special bamboo-growing program provides fresh food and toys for the insatiable pandas. <https://www.mandai.com/en/river-wonders/animals-and-zones.html>



Beijing Zoo Panda Hall: Built in 1989, the facility covers an area of 108,000 square feet. Lush bamboo and bushes simulate the natural habitat of southwest China. Here in 1963, the first birth of a giant panda in captivity occurred. In 1978, the first artificial insemination success, facilitating friendship pandas' travel around the world. <https://www.mybeijingchina.com/beijing-attractions/beijing-zoo/>

MITIGATE PANDA RISKS: HEALTH, FINANCIAL, BAD PRESS....

What is best for the pandas? Poorly-designed Zoo enclosures have demonstratively harmed pandas. Experts already question the conservation benefits of captivity, as evidenced by the reliance on artificial insemination for breeding. A panda's death in the Memphis Zoo was preceded by weight loss and declining health. **SEE BELOW FOR BETTER STRATEGY.**

PANDAS INTERNATIONAL: Pandas Around the Globe

<https://www.pandasinternational.org/pandas-around-the-globe/>



Panda Pavilions, Chengdu Research Base: Four ring-shaped pavilions are organized around open-air courtyards, serving as outdoor playgrounds with a continuous connection to nature. Merging architecture, landscape and ecology, the pavilions are integral with the park's natural woodland topography---with terraced spaces for pandas. Visitors view pandas close-up from connected paths and bermed glass viewing galleries.
<https://www.designboom.com/architecture/eid-architecture-panda-pavilions-expansion-chengdu-research-breeding-center-china-03-22-2023/>



Macao Giant Panda Pavilion: The 32,300 square feet fan-shaped pavilion adapts to the terrain's natural undulations---with two 3,550 square feet indoor habitats, a 6,460 square feet outdoor yard, and a 9,688 square feet indoor exhibit area. At the front of the fan-layout indoor area are two layered viewing paths---accessible to two streams of visitors. The logistics center contains panda dens, bamboo-washing/ storage, feed preparation/ warehouse, control center, veterinarian clinic.
<https://www.macaotourism.gov.mo/en/shows-and-entertainment/family-fun/macao-giant-panda-pavilion>



Qatar's Panda House: At 1,292,000 square feet, one of the largest panda enclosures in the world---with viewing atriums and green spaces. Designed to mimic the Minshan mountains, the pandas inhabit an air-conditioned indoor exhibit hall, separate bedrooms, and grounds---with swimming pools, play platforms, interactive landscapes, and hospital.
<https://visitqatar.com/intl-en/things-to-do/get-inspired/panda-park#:~:text=Panda%20House%20at%20Al%20Khor&text=The%20pandas%20live%20in%20supreme,them%20in%20Mandarin%20and%20English.>



Panda Passage, Calgary Zoo: The 23,600 square feet renovation of an existing building incorporates cutting-edge habitat design, wildlife conservation, and natural materials. 'Panda-priority' programming led to a mountain forest environment---with lush landscaping, grassy/ rocky terrain, waterfall, stream, and play features. The pandas' cultural significance is further conveyed by Chinese Feng Shui and biophilic design elements. Since the pandas may leave in five years, the space is designed for future adaptability for other species' habitats.
<https://zeidler.com/projects/panda-passage-calgary-zoo/>



COUTERPUNCH: Zoo Troubles: the Plight of Two Pandas Lays Bare the Flaws

<https://www.counterpunch.org/2022/09/15/zoo-troubles-the-plight-of-two-pandas-lays-bare-the-flaws/> Over the years, panda lovers have noticed a significant deterioration in both pandas' appearance as a result of the zoo's negligent treatment. It is apparent to visitors that their enclosures are lacking in enrichment. Interactions between the keepers and YaYa and LeLe are rarely seen. They are both very thin and often show signs of mental distress. YaYa has mites all over her body and patches of shedding fur. She has experienced several artificial inseminations over the years and had at least three miscarriages. As far as food is concerned, the quality of bamboo given to them is often yellow and dry.

NATIONAL GEOGRAPHIC: Captivity can screw up pandas' internal clocks:

<https://www.nationalgeographic.com/animals/article/giant-pandas-captivity-circadian-rhythms-behavior#:~:text=Living%20outside%20their%20natural%20Chinese,not%20be%20captive%20at%20all.&text=Giant%20pandas%20delight%20zoo%2Dgoers,play%E2%80%94especially%20in%20the%20snow>



GUARDIAN: Zoos weigh up the costs of China's 'pandanomics'

<https://www.theguardian.com/world/2014/sep/13/edinburgh-zoo-pandas-tian-tian-china-pandanomics-birth-cub> Having a panda can be ruinous, say some zoos, and could even take money away from other conservation work. Washington, Atlanta, Memphis, and San Diego zoos are said to have spent \$33m more on pandas from 2000-03 than they received from showing them.


BBC: Why paying for pandas is not so black and white

<https://www.bbc.com/worklife/article/20190516-why-paying-for-pandas-is-not-so-black-and-white> Looking after each panda also costs many hundreds of thousands of dollars a year. Pandas are the most expensive animal to keep in a zoo, costing about five times as much as an elephant.

ATLANTA JOURNAL CONSTITUTION: Zoo reveals terms of panda deal with China

<https://www.ajc.com/entertainment/calendar/zoo-reveals-terms-panda-deal-with-china/LwtJNKWq0OLmNSK6s9C8TL/> In details revealed exclusively to the AJC on Thursday, Zoo Atlanta president and CEO Dennis Kelly said the deal calls for the zoo to pay China \$570,000 yearly during the next five years, compared to the \$1.1 million that it paid annually over the last decade.

NIKKEI ASIA: China's Panda Business: <https://asia.nikkei.com/Spotlight/The-Big-Story/China-s-panda-business-How-zoos-from-U.S.-to-Japan-fund-Beijing-soft-power#:~:text=A%20survey%20by%20Nikkei%20Asia,%2C%20the%20world's%20second%2Dbiggest>. Nikkei found Ahtari's experience to be consistent with a trend observed in zoos around the world. Edinburgh Zoo also did not see many long-term financial benefits from hosting its pandas, beyond an initial increase in visitors.



SMITHSONIAN: Two Pandas Arrive at the San Diego Zoo, the First to Enter the U.S. in 21 Years

<https://www.smithsonianmag.com/smart-news/two-pandas-arrive-at-the-san-diego-zoo-the-first-to-enter-the-us-in-21-years-180984636/?utm> For months, the only pandas in the country had been in Atlanta. Next, San Francisco and Washington, D.C., are expected to also receive pandas this year.

DEZEEN: BIG completes yin-and-yang-shaped Panda House at Copenhagen Zoo

<https://www.dezeen.com/2019/11/05/big-panda-house-copenhagen-zoo-architecture/> Together this provides the pandas with plenty of opportunity to rest, explore, eat and find shade and sun depending on the season, temperature and preference.

SMITHSONIAN NATIONAL ZOO Receives \$4.5 Million to Fund Giant Panda Program:

<https://nationalzoo.si.edu/news/smithsonians-national-zoo-receives-45-million-fund-giant-panda-program>





PANDAS DOWNTOWN ANALYSIS:

Hello Everyone: My Chronicle Letter to the Editor (see below) proposed a concept for Pandas Downtown. A strong design process needs divergent thinking with more options---rather than convergent thinking with one solution. Pandas Downtown has more regional benefits, and arguably, more benefits for the Pandas---especially by designing the largest state-of-the-art facility possible. Also, greater potential fundraising and revenue. Let us holistically study the project's premises, needs, variables, and possibilities. Regards, Howard Wong, AIA

CHRONICLE LETTER TO EDITOR (May 1, 2024): Build a Panda Park: Regarding "Is this real? San Francisco' panda plan has many hurdles ahead" (San Francisco, SFchronicle.com, April 26): Thinking as an architect, why not locate S.F.'s pandas downtown? Attracting crowds would help nearby businesses and tourism would thrive. What if China could guide the construction of an appropriate habitat using an existing downtown building---prefabricated units can be slipped into structural bays at lower costs than new construction. Indoor facilities could be linked to an outdoor enclosure. Reimagine the block of Geary Boulevard flanked by Macy's at Union Square. The Macy's structure could house an indoor habitat and a glass bridge could connect to an outdoor panda park on a portion of Union Square. The pandemonium would energize regional transit, spark investment and lure workers back to offices. **Howard Wong, San Francisco**

PANDAS DOWNTOWN SF: STRATEGIC CRITERIA

BIGGER FLEXIBLE SPACE: Downtown offers more square footage than the existing SF Zoo---overcrowded, aging infrastructure. Portions of Macy's 400,000 square footage could be reimaged for a modern Panda habitat. Public spaces (Geary Boulevard, sidewalks, public air-rights, Union Square) could be reimaged as green parkways. **OR** other site---like San Francisco Center/ Powell Street Station, Justin Herman Plaza/ Embarcadero Park.....

DONATIONS-IN-KIND: Macy's could donate portions of their building---in exchange for added value to their property, tax advantages, and advertising returns. Public parks, streets, sidewalks, and air-rights are existing public assets---no cost. Or San Francisco Center?

FUNDRAISING DIVERSIFICATION: Widens the pool of donors---with broad swaths of downtown and the region benefiting from Pandas Downtown.

BENEFACTORS AND SPONSORS: High quality and well-designed Panda Habitats are worthy of attracting big underwriters, who covet being associated with something special.

STATE-OF-THE ART: With more flexible square footage, China could help implement state-of-the-art Panda technology. Prefabricated shelter units, food/ medical/ research pods, air/ environmental quality controls, bamboo farming/ processing and more.

PANDA HEALTH AND WELL-BEING: More space allows for more natural habitats---room to roam and places to hide. Unlike other Zoo enclosures, no need to cram animals into tight spaces. A large natural Panda Park enables optimal health benefits.

LOCAL AND REGIONAL STAKEHOLDERS: Pandas Downtown would be a centralized regional asset. With frameless glass-walled habitats (built-in privacy designs), the exhibit

could nearly operate around the clock. Downtown and SF economic benefits would be huge--assuring reinvestments into panda health and the existing SF Zoo & Gardens.

PANDA GLASS BRIDGE: A slightly arched glass bridge can connect the indoor Panda House to the outdoor habitat on a portion of Union Square and over Geary's sidewalk/ street. The bridge also serves as a "Panda Run" for exercise---and panda sightings. Or elsewhere?

LONG-TERM PLANNING: A large regional Panda Park could be designed for multi-purpose uses---even if Pandas return to China. The facility could be flex-designed for Grizzly Bears, Polar Bears or Red Pandas---linking to green event spaces and convention facilities.

PANDAS DOWNTOWN SF = REGIONAL TRANSIT HUB



REGIONAL INTEGRATED TRANSIT can be jumpstarted by a regional Panda Conservation Center---with world-class architecture and park planning---a public transit magnet.

Dynamic Marketing Communiqué: Snakes on a bus?! How a Danish zoo attracted so much attention [Gorillas of Guerilla Marketing]: <https://www.valens-research.com/dynamic-marketing-communique/snakes-on-a-bus-how-a-danish-zoo-attracted-so-much-attention-gorillas-of-guerilla-marketing/>



More Panda Projects:



Panda Trek, San Diego Zoo: The Zoo Wildlife Alliance significantly upgraded its existing panda enclosure, expanding to 6,000 square feet in size. The architects enlivened the guest queuing experience with themes/ interpretive structures, exhibits and management structures for Takins, Red Pandas and Asian Vipers. Design approvals via an [application submitted to the U.S. Fish and Wildlife Alliance](https://fpbarch.com/portfolio/panda-canyon-at-the-san-diego-zoo/).
<https://fpbarch.com/portfolio/panda-canyon-at-the-san-diego-zoo/>
<https://fox5sandiego.com/news/local-news/san-diego-zoo-lays-out-plans-for-pandas-in-application-filed-ahead-of-arrival/>



Red Panda Exhibit, Toronto Zoo: Modern zoo designers attempt to set new standards in transforming existing facilities. An enlarged management center integrates the existing with modern, flexible housing systems and naturalistic habitats. Hidden barriers, climbing structures, live landscapes and water features promote natural behavior---prioritizing animal care, staff functionality, and public education. Viewing areas, exhibit spaces, and ADA-accessible pathways are seamlessly balanced.
https://salasobrien.com/wp-content/uploads/2024/10/AdobeStock_916000281-1536x1023.jpg



Pandasia at Ouwehands Zoo, Rhenen, Netherlands: A radical redesign transformed the zoo into a thriving attraction and conservation center. A Dutch/ Chinese team built two unique traditional Chinese buildings---joined by a bridge. The panda enclosure covers 36,600 square feet---within another 9,400 square feet of habitats for other Asian species. The zoo established a foundation, supporting nature and conservation projects all over the world.
<https://blooloop.com/animals/in-depth/giant-pandas-ouwehands-zoo/>



Ahtari Zoo, Finland: Returned pandas to China because of high costs of upkeep and a preservation fee to China---costing 1.5 million euros (\$1.6 million) annually. Special bamboo was flown in from the Netherlands. **A zoo in Finland is returning giant pandas to China because they're too expensive to keep;** <https://apnews.com/article/finland-giant-pandas-china-449b913189d85e7fef7ded9897db7f9d>
Finland to return pandas to China early due to cost <https://www.bbc.com/news/articles/cd0z289ervmo>
Visitors flock to Ähtäri Zoo for final glimpse of pandas <https://yle.fi/a/74-20119018>

BE BOLD---Not a time to be timid, especially when leveraging regional resources and funding gets exponential bang for the buck. Panda renovations at the existing dilapidated SF Zoo will not solve its pervasive problems. But a regional Panda Conservation Center would spark regional planning, urban design, public transit, economic benefits and if done right, regional architectural/ design quality---and most importantly, thriving pandas.



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