



JPB Board of Directors
Meeting of April 3, 2025

Correspondence as of March 21, 2025

Subject

1. Notice of Availability of Draft Environmental Impact Report and Notice of Public Hearing
PG&E Power Asset Acquisition Project
2. PLEASE RESPOND TO ME ABOUT YOUR SERVICE Re: 108 left 5 mins Early!!! Re: Leave early
3. Notice of Intent to Create a Railroad Quiet Zone, City of Palo Alto (Alma Street Crossing)
CALTRAIN MILEPOST 0029.62
4. Letter from Paul H. Tieck
5. VTA's BART Phase II: March 2025 Construction Update
6. Re_ Formal Complaint Regarding Employee Conduct – Citation #24001195
7. Re_ Formal Complaint Regarding Employee Conduct – Citation #24001195 (staff response)

From: [CPC.PGEPowerAssetsEIR](#)
To: [CPC.PGEPowerAssetsEIR](#)
Subject: Notice of Availability of Draft Environmental Impact Report and Notice of Public Hearing - PG&E Power Asset Acquisition Project
Date: Wednesday, March 19, 2025 3:36:23 PM
Attachments: [NOA PGE Power Asset Acquisition DEIR 3.19.25.pdf](#)

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

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

The San Francisco Planning Department has published a Draft Environmental Impact Report (EIR) for the PG&E Power Asset Acquisition Project, available at [Environmental Review Documents | SF Planning](#). If you wish to comment on the adequacy of the Draft EIR, you may submit comments in either or both of the following ways: (1) in person at the San Francisco Planning Commission public hearing on April 17th; or (2) written comments to San Francisco Planning department due by 5 p.m. on May 5, 2025.

Please refer to the attached Notice of Availability of Draft EIR and Notice of Public Hearing for more information.

Julie Moore, MS

Principal Environmental Planner

Environmental Planning Division

San Francisco Planning

49 South Van Ness Avenue, Suite 1400 San Francisco, CA 94103

Direct: 628.652.7566 | www.sfplanning.org

[San Francisco Property Information Map](#)



PUBLIC NOTICE

AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF PUBLIC HEARING

PROJECT INFORMATION		PUBLIC HEARING INFORMATION	
Project Title:	PG&E Power Asset Acquisition Project	<i>Hearing Date:</i>	April 17, 2025
<i>Project Address:</i>	Various Locations in San Francisco and San Mateo counties	<i>Time:</i>	12:00 pm or later
Case No.:	2023-005370ENV	<i>Location:</i>	In-person hearing (see below and visit https://sfplanning.org/planning-commission for details)
<i>Block/Lot Nos.:</i>	Various	<i>Case Type:</i>	Environmental (Draft EIR)
<i>Zoning District(s):</i>	Various	<i>Hearing Body:</i>	Planning Commission
<i>Neighborhoods:</i>	Outer Mission, Bayview, Crocker Amazon, Ingleside, Lakeshore, Merced Heights, Oceanview, Sunnydale, Little Hollywood, Visitacion Valley, Excelsior, Cayuga Terrace (San Francisco); Bayshore, Crocker, Peninsula Gateway, Mission Street, Southern Hills, Vista Grande, Westlake (Daly City); Baylands, Bayfront, Beatty, Northwest Bayshore (Brisbane); Unincorporated San Mateo County		
<i>Project Sponsor:</i>	San Francisco Public Utilities Commission Sue Chau – 415.554.3238		
<i>EIR Coordinator:</i>	Julie Moore – 628.652.7566 CPC.PGEPowerAssetsEIR@sfgov.org		

The San Francisco Planning Department (San Francisco Planning) has studied this project’s potential physical environmental effects and welcomes your comments on the adequacy of the draft environmental impact report (Draft EIR). Refer to the Project Description and Purpose of Notice sections below for more information.

Project Description

The City and County of San Francisco (the “City”) is proposing to purchase Pacific Gas and Electric Company (PG&E)-owned electrical transmission and distribution assets (the “Assets”) in San Francisco and San Mateo County that are needed to provide electricity service to customers within the city (the “project”). After the City completes its acquisition of the Assets, the City would own, operate, and maintain the electricity grid in San Francisco, most of which is currently owned by PG&E. This project does not include the purchase of PG&E’s natural gas facilities; thus, PG&E would continue providing natural gas services to customers in San Francisco.

The change in ownership itself would not result in physical changes to the environment; however, the City would need to physically separate PG&E’s existing electric system into two separate systems (generally divided along the San Francisco/San Mateo county border), to allow both systems to be safely, reliably, and independently operated by the City and PG&E. The City would provide electricity service to city customers; PG&E would continue to provide electricity service to its customers outside of San Francisco.

The portion of the project requiring new construction or modifications to existing facilities would primarily be in the southern portion of San Francisco and along the county border in the northern portions of Brisbane and Daly City. The City would modify the existing Martin Substation (or construct a new substation, which is analyzed in the EIR as a new substation variant), construct new underground distribution express feeders, and modify the existing distribution infrastructure. The distribution express feeders alignment would be approximately 3.8 miles long and generally installed within streets, sidewalks, and other publicly owned land. It would extend from near Arch Street in the west, south to Brotherhood Way and Sagamore Street, east along Sickles Avenue, northeast along Huron Avenue and Alemany Boulevard, and southeast along Geneva Avenue to the Martin Substation in Brisbane. Disconnecting and connecting distribution lines between overhead poles and underground vaults could occur either above- or below-ground, and would be performed in small, discontinuous areas generally located near the county border. Construction associated with the project would take approximately 3 years after the purchase and transfer of the Assets.

Draft EIR: The Draft EIR finds that the project could result in significant unavoidable impacts related to noise. The Draft EIR provides a detailed project description, an analysis of physical environmental effects of the project, and identifies feasible mitigation measures and alternatives that would avoid or reduce project impacts. The Draft EIR is available for public review and comment on the San Francisco Planning’s website at sfplanning.org/sfceqadocs and at the San Francisco Permit Center, 49 South Van Ness Avenue, 2nd Floor, San Francisco, CA 94103. Paper copies and electronic copies (on a flash drive) of the Draft EIR are available upon request to the project planner. Referenced materials are available at <https://tinyurl.com/pgepoweraseteir>.

Projects on State Hazardous Materials Lists:

As required by CEQA Guidelines section 15087(c)(6), the following information is provided because the project site contains multiple listed properties included on the GeoTracker (State Water Resources Control Board) and EnviroStor (California Department of Toxic Substances Control) lists compiled pursuant to California Government Code section 65962.5. The detailed list of properties and their regulatory identification numbers are available at sfplanning.org/sfceqadocs, or by contacting CPC.PGEPowerAssetsEIR@sfgov.org.

Purpose of Notice

You are not required to take any action. If you wish to comment on the adequacy of the Draft EIR, you may do so in either or both of the following ways:

WRITTEN COMMENTS		COMMENTS AT THE PUBLIC HEARING	
<i>Planner:</i>	Julie Moore	<i>Location:</i>	City Hall, 1 Dr. Carlton B. Goodlett Place, Room 400
<i>Via Mail:</i>	49 South Van Ness Ave, Suite 1400 San Francisco, CA 94103		April 17, at 12 p.m. or later (see hearing agenda)
<i>Via Email:</i>	CPC.PGEPowerAssetsEIR@sfgov.org		
<i>From:</i>	March 19, 2025, to 5 p.m. on Monday, May 5, 2025		

The purpose of the public hearing is for the San Francisco Planning Commission and San Francisco Planning staff to receive comments on the adequacy and accuracy of the Draft EIR. The commission will not respond to any of the comments or take action on the project at this hearing. Certification of the Final EIR will be considered at a later hearing. Additional information may be found on San Francisco Planning's website or by contacting the EIR coordinator listed above.

General Information About Procedures

Members of the public are not required to provide personal identifying information when they communicate with the department. All written or oral communications available, including submitted personal contact information, may be made available for inspection and copying upon request from the public. These communications may also be posted on the department's website or in other public documents. Only commenters on the Draft EIR will be permitted to file an appeal of the certification of the Final EIR to the Board of Supervisors.

At the close of the public review period, San Francisco Planning will prepare and publish a Responses to Comments document to respond to all substantive comments on the Draft EIR presented at the public hearing and received in writing during the public review period. It may also specify changes to this Draft EIR. The Responses to Comments document and all other associated documents will be made available at sfplanning.org/sfceqadocs. All commenters that provide an email or physical address will receive a notice of the Responses to Comments document availability. The Draft EIR together with the Responses to Comments document will be considered by the San Francisco Planning Commission in an advertised public meeting and will be certified as a Final EIR if deemed adequate.



Date: **March 19, 2025**

The San Francisco Planning Department is studying a project's potential environmental effects and welcomes your comments. The enclosed notice concerns the **Pacific Gas and Electric (PG&E) Power Asset Acquisition Project (2023-005370ENV)**. You may provide comments by **5/05/2025** or request future project updates from the staff contact indicated in the attached notice. There is a hearing before the Planning Commission scheduled for **04/17/2025**.

To obtain information about this notice in Spanish, Chinese, or Filipino, please see <https://tinyurl.com/SFPlanningPGE> or call **628.652.7550**. Please be advised that the Planning Department will require at least one business day to respond to any call.

三藩市規劃局 (San Francisco Planning Department) 正在研究一項項目的潛在環境影響，歡迎大家踴躍提出意見。本函所附的通知書涉及太平洋瓦斯電力公司 (PG&E) 電力資產收購項目 (2023-005370ENV) 的項目。本頁背面對加州法律規定的環境影響審核流程做了詳細說明。請於 **5/05/2025** 日之前針對本案提出評論，或者向本函所附通知書中指定的聯絡人提出要求，繼續瞭解項目的最新發展。 [規劃委員會定於 2025 年 4 月 17 日召開聽證會]。

請參閱 <https://tinyurl.com/SFPlanningPGE> 或致電 **628.652.7550** 索取該通知的中文版本。請注意，規劃部門至少需要一個工作天才能回覆您的電話。請注意，規劃局需要至少一個工作天才能回電。

El Departamento de Planificación está estudiando los posibles efectos medioambientales de un proyecto y desea saber su opinión. El aviso incluido concierne el proyecto de adquisición de activos de energía de Pacific Gas and Electric (PG&E) (2023-005370ENV). Usted puede entregar sus opiniones y comentarios a más tardar el **5/5/2025** o solicitar futuras actualizaciones sobre el proyecto al contacto indicado en el aviso adjunto. Hay una audiencia ante la Comisión de Planificación programada para el 17 de abril del 2025.

Para obtener información sobre este aviso en español, <https://tinyurl.com/SFPlanningPGE>, llame al **628.652.7550**. Le informamos que el Departamento de Planificación necesitará por lo menos un día hábil para responder cualquier llamada.

Pinag-aaralan ng Kagawaran ng Pagpapalano ng San Francisco ang mga potensyal na epekto sa kapaligiran ng isang proyekto at tinatanggap ang inyong mga komento. Ang nakapaloob na paunawa ay patungkol sa isang proyekto (2023-005370ENV). Maaari kang magbigay ng mga komento sa **05/05/2025** o humiling ng mga bagong kaalaman sa proyekto sa hinaharap mula sa pagkontak sa kawani na nakalagay sa kalakip na abiso. Mayroong pagdinig bago sa naka-iskedyul na Komisyon sa Pagpapalano para sa 04/17/2025.

Para makakuha ng impormasyon tungkol sa notice na ito sa Filipino, mangyaring tingnan ang <https://tinyurl.com/SFplanningPGE> o tumawag sa **628.652.7550**. Mangyaring maabisuhan na ang Kagawaran ng Pagpapalano ay mangangailangan ng kahit isang araw ng may trabaho o pasok upang tumugon sa anumang tawag.

EIR

WHAT IS AN EIR?

An environmental impact report (EIR) is a study required for a project that may have a significant effect on the environment.

THE BASIC PARTS OF AN EIR ARE:

- 1 Notice of Preparation:** a notice to inform the public that the City is preparing an EIR. The public is invited to comment on the scope of and topics analyzed in the EIR.
- 2 Draft EIR** includes:
 - Description of the project, including the project goals (called objectives).
 - Environmental impact analysis, focusing on the project's significant environmental impacts and mitigation measures to reduce its impacts.
 - A range of other options (called alternatives) that meet project goals and reduce its significant impacts.
 - May include an initial study, which is a preliminary analysis prepared to determine the relative environmental impacts of the project.

Public comments on the accuracy of the draft EIR are accepted in writing and at a public hearing.

- 3 Responses to Comments:**
A document formally responding to comments received on the draft EIR.



THE PURPOSE OF AN EIR IS:

To inform decision makers and the public about the potential significant environment impacts of a proposed project. Mitigation measures identify the ways that the environmental damage can be avoided or reduced.

The EIR analysis includes alternatives to the project that would avoid or substantially lessen the proposed project's impacts. The alternatives must meet most of the basic project objectives.



San Francisco
Planning

EIR STEPS

1 SCOPING

Determines the scope of the EIR in consultation with agencies, the public, and the applicant proposing the project. The EIR notice of preparation describes the project and EIR process. This notice may include the initial study.

2 DRAFT EIR

Incorporates prior public comment, and includes project description, environmental impact analysis, and alternatives. This may include an initial study, if not previously published.

3 PUBLIC COMMENT PERIOD

- a. Draft EIR public hearing
- b. Written public comments accepted

4 RESPONSES TO COMMENTS

Responds to comments on the draft EIR and makes revisions to draft EIR, as needed.

5 EIR CERTIFICATION

The Planning Commission certifies the final EIR (the draft EIR and the Responses to Comments document) if it is adequate, accurate, and complete. It is not a project approval.

PROJECT APPROVAL

After the final EIR is complete, the City determines whether to approve the project or an alternative to the project.

HOW CAN I PARTICIPATE?

SCOPING PERIOD - 30 DAYS



Written comments accepted throughout the 30 day period. Some projects have public meetings called scoping meetings, which anyone can attend to learn about the project and make comments on the environmental analysis topics, methods, or potential alternatives.

DRAFT EIR PUBLIC COMMENT PERIOD



Once the draft EIR is published, written comments are accepted during the comment period, which is generally 45 days. Spoken comments are also accepted at the Planning Commission draft EIR hearing.

For some projects, the Historic Preservation Commission comments on the draft EIR.

DRAFT EIR HEARING AT PLANNING COMMISSION



The Planning Commission comments on the draft EIR during one of their regularly scheduled hearings. During this hearing, the public also can provide spoken comments on the draft EIR either by calling in or attending the hearing in person.

Public participation is encouraged throughout the process. Each icon above represents a different way to share your thoughts. You can always contact Planning Department staff on any questions too.



Written comments are accepted as part of the formal EIR record



Spoken comments are accepted as part of the formal EIR record



Comment period

What is an environmental effect? EIRs consider how a project may affect a wide range of topics as part of the “physical environment.” Topics range from air quality and noise to transportation and historic resources.

What is a mitigation measure? Mitigation measures identify the ways that the environmental damage can be avoided or reduced.

MORE QUESTIONS ON THIS PARTICULAR PROJECT?

Contact the assigned environmental planner

WHERE CAN I FIND MORE INFORMATION?

To learn more, please visit: sfplanning.org/environmental-review

To view all published EIR documents: sfplanning.org/sfceqadocs

To learn more about CEQA: sfplanning.org/whatisCEQA

From: [Shane McLaughlin](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#); [PRA](#); [Tina Dubost](#); [PRA](#); [Jason Baker](#); [Navdeep Dhaliwal](#)
Subject: PLEASE RESPOND TO ME ABOUT YOUR SERVICE Re: 108 left 5 mins Early!!! Re: Leave early
Date: Thursday, March 20, 2025 1:39:43 AM
Attachments: [IMG_2625_2.PNG](#)
[Screenshot 2025-03-20 at 12.25.59AM.png](#)

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

Please please please explain to me why I just got four notifications on my cell phone in one 8-hour span, for trains I have no interest in riding.

I didn't even sign up for notifications, because when I checked my mobile I didn't even have an official Caltrain account with an email address.

So I gave you all the benefit of the doubt.

I thought either A:

Someone added me to your alerts because of my previous complaint, without realizing that doing so would send me alerts that I have no interest in.

Or B:

I signed myself up for alerts and forgot about it.

I checked the site on my Mac. No "login" option.

I checked my phone. No record of an account with this email address.

I even checked my old email address at Yahoo: no record of that email address either.

So, since I didn't have an account, I created one with this gmail address, with a password and everything.

Perhaps, I thought, maybe you offer customers a way to go in and reconfigure my settings to ONLY get the alerts for the only trains that they would care about....the trains they take every day.

For me, this is trains 108 and 141, which my kid takes to school.

That would be a great option: only get informed about the trains that mattered to

me. Not have to hear about construction in the South bay in the middle of the night.

I would bet that 80% of your riders ONLY care about two trains each day, and would only like to subscribe to those two trains.

Again, I gave you the benefit of the doubt. I clicked "subscribe to alerts," thinking I could personalize my experience to avoid getting spam.

But there was no option to customize this...only wonderful opportunities to get informed about your great blog and construction that could be happening in the system and other impractical information that was completely useless .

And then, when I tried to unsubscribe by clicking on the "unsubscribe" button, I was taken to this fantastic site that said "the site is unsecure and hackers may be trying to steal your information" (see attachment.)

Great.

So what appears to have happened is that someone signed me up for notifications after I sent my previous email, with good intentions, but all it did was flood my mobile phone with useless information.

I need to ask you a question here.

We live in the center of the universe for technology innovation.

WHY WHY WHY WHY is it not possible to get alerts ONLY for the trains that one takes every day?

WHY WHY WHY can you call the people that run the trains in Japan and Switzerland to learn how they communicate with their riders?

WHY WHY WHY can't you ask them how they run transportation systems that are reliable and on time for the commuters who need them? Not leaving 4 minutes early from Redwood City (7:33 instead of 7:37,) like what happened last month?

WHY WHY WHY do you create this needless stress for your riders?

I lost my job over the summer. My severance is gone. I rely on texts with recruiters and contacts to try to find another job. I rely on texts for gratuities in the musical venue where I play once a week.

When I am working and I am getting random texts from you about random trains, it

is quite aggravating.

With the news, constant layoffs, and general dark cloud that is hanging over our lives, could you not just fix this one problem. Please?

I really really would like an honest answer from you.

If I don't hear from you in a week (and I'm certain it will be crickets, i.e. no response) I will copy my friend who literally employs hundreds of people who keep planes from falling out of the sky on a daily basis.

PLEASE ACKNOWLEDGE THIS.

PLEASE RESPOND.

PLEASE PLEASE PLEASE REMOVE ME FROM NOTIFICATIONS.

THANK YOU FOR YOUR RESPONSE. I BELIEVE YOU CAN DO BETTER CALTRAIN.

Shane McLaughlin

On Tue, Mar 11, 2025 at 10:18 AM Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Shane McLaughlin,

Your message to the Caltrain Board of Directors has been forwarded to me for a response, and a copy of our correspondence will also be shared with the Board members. We're really sorry for the confusion and frustration caused by the early departure of Train 108. After a thorough investigation, our records show that train 108 was 4 minutes early departing from Redwood City Station and continued the entire trip ahead of schedule.

We understand how important your schedule is, and we apologize for the inconvenience this caused. We will continue working to improve our service.

Best regards,

Your Caltrain BOD Public Support Team

From: Shane McLaughlin <shane4603@gmail.com>

Sent: Thursday, February 27, 2025 8:13 PM

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

Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; PRA <PRA@samtrans.com>

Subject: Re: 108 left 5 mins Early!!! WTF Re: Leave early

You don't often get email from shane4603@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.

Can I get a response please? Or are you going to just ignore my email and keep screwing your customers?

Can I get a response please?

On Thu, Feb 27, 2025 at 7:35 AM Shane McLaughlin <shane4603@gmail.com> wrote:
The 108 just left at 7:32!!! WTF!!! You just screwed my day it was supposed to go at 7:37!!!

Please stop this nonsense and run your trains at the time they are supposed to go

On Fri, Jan 17, 2025 at 7:43 AM Shane McLaughlin <shane4603@gmail.com> wrote:
Of course the train is late again today. 8 minutes, and we hustled to get there on time.

Your logic and the below note makes no sense.

If you're going leave a minute early, make that the time on your schedule. Make it 7:36 AM not 737.

Something you can do? You will prevent complaints like mine by at least being honest with the time that you depart.

On Mon, Jan 13, 2025 at 1:59 PM Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Shane McLaughlin,

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 regarding your experience with Train 108 today. We apologize for any inconvenience this may have caused.

Our crew members synchronize their watches at the beginning of each shift with the U.S. Naval Observatory Master Clock and are allowed a margin of plus or minus 30 seconds, as per our policy found here under "How to Ride"
<https://www.caltrain.com/rider-information/how-ride-caltrain>

To ensure a smooth boarding process, we recommend arriving at least 5 minutes before the scheduled departure time. This will provide sufficient time to board and

account for any unexpected changes.

We appreciate your feedback.

Sincerely,

Your Caltrain BOD Public Support Team

From: Shane McLaughlin <shane4603@gmail.com>

Sent: Monday, January 13, 2025 7:44 AM

To: PRA <pra@caltrain.com>

Subject: Leave early

Some people who received this message don't often get email from shane4603@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.

Why do trains always leave early?

The 737 train from Redwood City south this morning again left at 7:36 when it's supposed to leave at 7:37.

Now I have to drive my son all the way to San Jose to get to high school. Even though we were on time for the train, although just barely.

If we had that extra 30 seconds he would've been on the train. Can you explain to me why you leave early like that, when so many other days you are late?

It's not fair

www.ShaneMcLaughlin.com

<https://www.linkedin.com/in/shanemclaughlin/>

(650) 683-0909



+1 (650) 955-1004 >

Yesterday 2:50 PM

Delayed: Train 136 southbound is running about 10 minutes late approaching Menlo Park.

Details: <https://u.simplifytransit.com/jkyt4z>

Delayed: Train 136 southbound is running about 10 minutes late approaching San Jose Diridon.

Details: <https://u.simplifytransit.com/9y7cua>

Yesterday 9:35 PM

CalTrain 171 Northbound will Depart off track 4 in San Jose Diridon Station.

Details: <https://u.simplifytransit.com/xbi9hz>

Yesterday 10:40 PM

Single tracking Hayward Park and Hillsdale. Beginning with 170 all trains will board on the northbound platform.



Text Message • SMS





Your connection is not private

Attackers might be trying to steal your information from **url9899.caltrain.com** (for example, passwords, messages, or credit cards). [Learn more about this warning](#)

NET::ERR_CERT_COMMON_NAME_INVALID

Advanced

Reload



CITY OF
**PALO
ALTO**

OFFICE OF THE CITY MANAGER

250 Hamilton Avenue, 7th Floor
Palo Alto, CA 94301
650.329.2392

March 5, 2025

Mr. Karl Alexy
Associate Administrator for Railroad Safety and Chief Safety Officer
1200 New Jersey Avenue SE
Washington, D.C., 20590

Subject: Notice of Intent to Create a Railroad Quiet Zone, City of Palo Alto
(Alma Street Crossing) CALTRAIN MILEPOST 0029.62

Dear Mr. Alexy,

The City of Palo Alto is providing this Notice of Intent for the creation of a railroad Quiet Zone in accordance with the Code of Federal Regulations (CFR), Title 49, Section 222.43 (a) (1). The purpose of this notice is to provide an opportunity for railroads and State agencies to provide comments and recommendations to the public authority as it is planning the Quiet zone.

The proposed Quiet Zone is located on the Caltrain corridor, at milepost 0029.62 in the City of Palo Alto. The rail line is operated by the Peninsula Corridor Joint Powers Board (PCJX) and is utilized by Caltrain for passenger rail service, and by Union Pacific Railroad (UPRR) for freight rail service.

The City intends to qualify for Quiet Zone establishment under Title 49 of the Code of Federal Regulations, Section 222.39 (a) (1) and (3), which allows a public authority to designate a quiet zone without the necessity for FRA review and approval, provided the public authority complied with the information and notification provisions under Title 49 of the Code of Federal Regulations, Section 222.43 of this part.

104 passenger commuter trains and 4 UPRR freight trains operate on this line daily. The maximum speed for passenger and freight trains is 79 mph. The zone is approximately 0.5 miles long and will include one at-grade crossing at Alma Street (*see Appendix A*). The City of Palo Alto is the public authority responsible for this at-grade crossing.

The City has been in close coordination with a number of organizations during this effort including the Federal Railroad Authority (FRA), the California Public Utilities Commission (CPUC), the Peninsula Corridor Joint Powers Board (PCJX), and the Union Pacific Railroad (UPRR).



CityOfPaloAlto.org

03/19/25 PM 2:17:58

Based on 49 CFR, Section 222.43 (b) (3) (i), all affected parties will have the opportunity to submit information or comments within 60 days of the date of this Notice. If there are no comments, please provide a written statement indicating that no comments are to be provided, in accordance with 49 CFR, Section 222.43 (b) (3) (ii). Please submit all information and/or comments to the point of contact and contact information is as follows:

Ripon Bhatia, Senior Engineer
Office of Transportation
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

A list of the names and addresses of each party that has been sent a copy of this Notice of Intent is included in the attached Notice.

Sincerely,

DocuSigned by:
Ed Shikada
F2DCA19CCC8D4F9

Ed Shikada
City Manager,
City of Palo Alto

Attachments: Notice of Intent

CITY OF PALO ALTO, CALIFORNIA
NOTICE OF INTENT (NOI)
TO CREATE A RAILROAD QUIET ZONE

CALTRAIN

MILEPOST 0029.62

March 5, 2025



CITY OF
PALO
ALTO

NOTICE OF INTENT (NOI)

Alma Street At-Grade Crossing, Palo Alto
Caltrain MP 0029.62

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At-Grade Crossings within the Quiet Zone

The Alma Street at-grade crossing is the single at-grade crossing within the proposed Quiet Zone (QZ) and is entirely within the jurisdiction of the City of Palo Alto. The crossing consists of two tracks and a two-lane north-south roadway with one southbound and one northbound through lane.

Table 1. – Alma Street At-Grade Crossing Information

PUC Crossing Number	105E-29.62	
U.S. DOT Crossing Number	754992N	
Street Name	Alma Street	
City	Palo Alto	
County	Santa Clara	
Average Daily Vehicle Traffic (ADT) on roadway crossing tracks	13,479	
Year ADT count taken	2022	
Roadway Speed Limit	25 mph	
Railroad Responsible for Crossing	Peninsula Corridor Joint Powers Board	
Other Railroads Operating on Tracks	Union Pacific Railroad	
Average Daily Train Traffic and speeds from all operating Railroads	Train Volume	Maximum Train Speed
Passenger	104	79
Freight	4	79
Transit	N/A	N/A

Additional details about this crossing are provided (*Appendix G*).

Time Period of Horn Restriction

Train horn restrictions within the Quiet Zone will be in effect on a continuous 24-hour basis.

Federal Railroad Administration Requirements to Establish a Quiet Zone

The City intends to qualify for Quiet Zone establishment under Title 49 of the Code of Federal Regulations, Section 222.39 (a) (1) and (3), which allows a public authority to designate a quiet

zone without the necessity for FRA review and approval, provided the public authority complied with the information and notification provisions under Title 49 of the Code of Federal Regulations, Section 222.43 of this part.

Quiet Zone Diagnostic Meeting

On December 13th, 2022, a Quiet Zone diagnostics field review meeting was held with representatives from the City of Palo Alto, CPUC, Caltrain, Caltrans, and the FRA. A copy of the meeting minutes is attached to this NOI (*Appendix B*).

At the meeting, the diagnostic team identified additional miscellaneous improvements that could be made at the rail crossing in both the short-term and long-term such as signing and striping enhancements, removal of guardrail surrounding the northbound vehicular warning device, and extension of the median north of the tracks to further restrict potential left-turns from Palo Alto Street. The City and Caltrain are in the process of implementing those improvements and they will be completed before the Notice of Establishment (NOE) is issued. By definition, the treatment will be considered a Supplemental Safety Measure (SSM) because it consists of medians on both roadway approaches to the tracks to achieve the safety improvement. Details of the specific improvements are provided in the following section.

Safety Upgrades and Supplemental Safety Measures

The crossing is currently equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, and two Commission Standard 9 pedestrian gates with emergency egress swing gates on the sidewalk approaches of the crossing. In addition, the crossing includes a 95' long raised median on the south side, and a 50' long raised median on the north side.

Furthermore, the City has proposed the following alterations at the crossing:

- Removal of the existing medians and flexible posts, and replacement with the following:
 - 100' long median on the south side of the tracks at a height above roadway surface of no less than 8"
 - 78' long median on the north side of the tracks at a height above roadway surface of no less than 8"
 - 8' of flexible posts beginning at the northern terminus of the median north of the tracks.

- Removal of guardrail in front of the Commission Standard 9 device for northbound users; the proximity of the Commission Standard 9 device is at a sufficient clearance to comply with Manual of Uniform Traffic Control Devices (MUTCD) requirements without necessitating a curb be installed.
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W48(CA), and W10-9P advance warning signs, median-mounted R4-7 signs, and "RXR" and railroad limit pavement markings as shown on the plans.

The installation of W10-9 "NO TRAIN HORN" signs under the advance warning W10-1 and W48(CA) signs on the crossing approaches was approved. The signage shall be covered until the Federal Railroad Administration (FRA) approves the establishment of Quiet Zone at this crossing.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by the City and found that it adequately addresses compliance and safety. As the City and Caltrain are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in the request received November 19, 2024 (*Appendix D*), and summarized above, were authorized on December 11, 2024 by the CPUC (*Appendix E*). The plans associated with the improvements detailed above are included (*Appendix F*).

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. Refer to CA MUTCD Section 6G.18 and Figure 6H-46 regarding "Work in the Vicinity of a Grade Crossing." Caltrain must ensure that Emergency Notification Systems signs are installed to comply with CFR 234.309.

This project is categorically exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code §21084].

Within 30 days after completion of this project, City and/or PCJX shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G Title Report of Changes at Highway Grade Crossings and Separation.

Point of Contact

As required by 49 CFR 222.43, Section (b) (2) (iv), the name and title of the person who will act as point of contact during the quiet zone development process is:

Ripon Bhatia, Senior Engineer

Office of Transportation, City of Palo Alto,

250 Hamilton Avenue

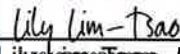
Palo Alto, CA 94301

Phone: (650) 329-2269

Email: Ripon.Bhatia@CityofPaloAlto.org

Signature

I hereby certify that the information contained in this document is accurate and complete to the best of my knowledge and belief.

Signed by:


Lily Lim-Tsao, Interim Chief Transportation Official

3/12/2025

Date

Notification List

Federal Railroad Administration

Mr. Karl Alexy

Associate Administrator for Railroad Safety and Chief Safety Officer

1200 New Jersey Avenue SE

Washington, D.C., 20590

California Public Utilities Commission

Mr. Antranig Garabetian, P.E.

Program Manager – Rail Crossings and Engineering Branch

320 West Fourth Street, Suite 500

Los Angeles, CA 90013

Mr. Eyitejumade Sogbesan

Manager - Rail Crossings and Engineering Branch

505 Van Ness Avenue

San Francisco, CA 94102

Mr. Matthew Bond, P.E.

Senior Utilities Engineer – Rail Crossings and Engineering Branch

320 West Fourth Street, Suite 500

Los Angeles, CA 90013

State of California Department of Transportation (Caltrans)

Mr. Kyle Gradinger

Railroad Crossing Safety Branch Chief

Division of Rail

1120 N Street, Room 3400

Sacramento, CA 95814

Caltrain

Board of Directors
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Mr. Rick Bartholomew
Manager - Engineering
1250 San Carlos Avenue
San Carlos, CA 94070

Mr. Lou Tolentino
Engineer III – Third Party Projects
1250 San Carlos Avenue
San Carlos, CA 94070

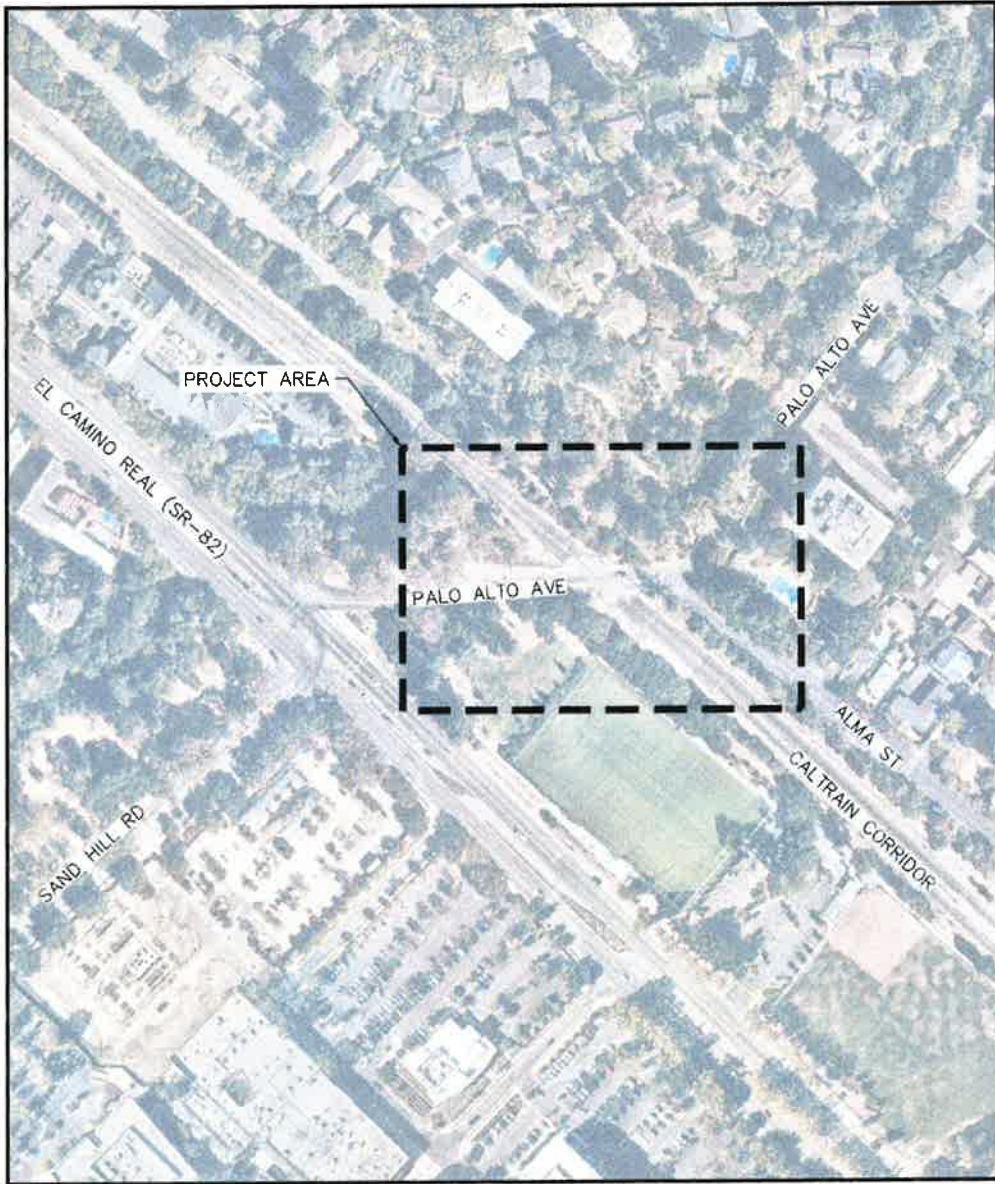
Union Pacific Railroad

Union Pacific Railroad
Engineering Department
Attn: Quiet Zone Establishment
1400 Douglas Street- MS910
Omaha, NE 68179-0910

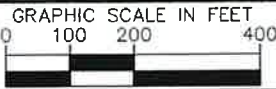
City of Palo Alto Police

Mr. Andrew Binder
City of Palo Alto Chief of Police
275 Forest Avenue
Palo Alto, CA 94301

APPENDIX A: Project Location Vicinity Map



Kimley»Horn



VICINITY MAP

PALO ALTO AVENUE QUIET ZONE

APPENDIX B: Quiet Zone Diagnostic Meeting Minutes

**Grade Crossing Improvement Diagnostic Meeting for
Alma St / Palo Alto Av Crossing (DOT 754992N) in Palo Alto, CA
Tuesday, December 13, 2022**

Attendees:

Name	Agency/Company	Pre-Meeting	Field Meeting
Peter Meyerhofer	Kimley-Horn	Yes	Yes
Taylor Brown	Kimley-Horn	Yes	Yes
Ripon Bhatia	City of Palo Alto	Yes	Yes
Phong Vo	City of Menlo Park	Yes	Yes
Lou Tolentino	Caltrain	No	Yes
Rick Bartholomew	Caltrain	Yes	Yes
Zohair Zulficar	CPUC	No	Yes
Eric Walker	FRA	Yes	Yes
Carlos Ruiz	Caltrans	Yes	Yes

Definitions:

- Diagnostic Team: Pursuant to CA MUTCD 8A.01.05a, the diagnostic team needs to include at a minimum, representatives of the highway agency or authority with jurisdiction over the roadway, the railroad with responsibility of the track and signals, and the California Public Utilities Commission (CPUC) with statutory authority over grade crossings.
- CPUC Standard No. 9: An automatic gate arm used in combination with a Standard 8. The gate mechanism may be mounted on the Standard 8 mast or separately on an adjacent pedestal.
- CPUC Standard No. 9-A: A Standard 9 with additional flashing light signals over the roadway on a cantilever arm.
- CPUC Standard No. 9-E: A Standard 9 installed on the departure side of the at-grade crossing (also known as an exit gate) in addition to the typical approach side of the at-grade crossing (also known as an entrance gate). CA MUTCD: California Manual of Traffic Control Devices
- FRA: Federal Railroad Administration
- RRTCD: Railroad Traffic Control Devices
- RIRO: Right-in Right-out

Existing Conditions/General Crossing Comments:

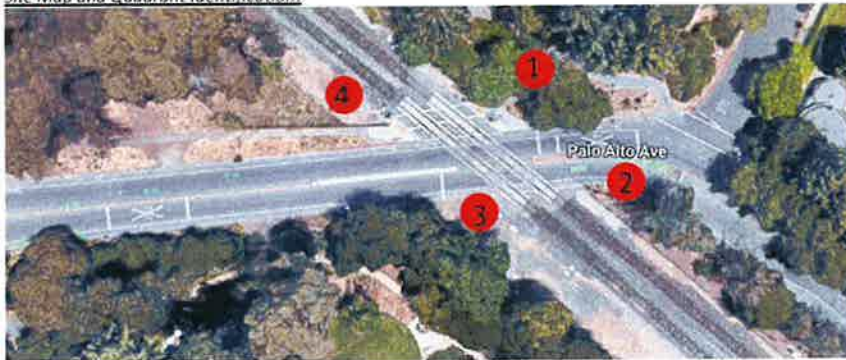
Preliminary Discussion/Existing Conditions:

- **Roadway Existing and Proposed Conditions**
 - Existing ADT is 13479 vehicles, 389 pedestrians, and 670 bicycles.
 - Proposed improvements show removal and replacement of existing medians on both sides of tracks. Proposed medians are to have a minimum height of 8" to comply with FRA requirements, as well as increased total lengths to comply with FRA measures. Other improvements include relocation of signage and striping as well as signage upgrades for regulatory compliance.
- **Train Operations**
 - According to FRA data, there are 104 thru trains and 4 switching trains per day.
- **Signal Operations**
 - Diagnostic team discussed potential interconnection of the crossing with nearby El Camino Real.

- Distance from crossing to intersection is large enough that interconnection is likely not needed, and queuing issues were not witnessed at the crossing during this meeting.
 - Interconnection with El Camino Real would be in Caltrans domain, not the City's.
- **Pedestrians**
 - The W side of the crossing roadway is the only side with pedestrian facilities. Existing conditions have two sidewalk gate assemblies.
- **Lighting/Electrical**
 - A general item to note with all crossings is to evaluate lighting conditions. At this crossing, there are two street lights; one street light placed 70-80' from the nearest rail in each direction.

Diagnostic Team Review and Recommendations:

Site Map and Quadrant Identification:



Location 1: Northeast (NE) Quadrant

- FRA asked if extension of the NE median can be increased to a total length of 100', changing the turning ability of vehicles from Palo Alto Av onto Alma St to RIRO.
 - To comply with FRA SSM for Quiet Zones, a crossing with an intersection within 100' of the gate, a median must extend at least 60' from the gate arm. The intersection of Alma St and Palo Alto Av is within 100' from the nearest gate arm, and the proposed median affords a total length of 70'.
 - City of Palo Alto voiced that because the left turn movement is not currently prohibited, restricting that turning ability may not be feasible.
 - City of Palo Alto indicated that left turning volumes from Palo Alto Avenue to Alma Street are very low at this location. The intersection collision history can be further reviewed for continued use of existing configuration of traffic movements.
- The diagnostic team discussed flexible post barriers being replenished in the areas between the edge of proposed median and the existing secondary median. Existing conditions will only maintain two flexible post barriers, which can be increased to enhance safety.
- FRA noted no W10-4 signage along Palo Alto Av to warn drivers turning right toward the crossing. While there are pavement markings, a sign could be added.

Location 2: Southeast (SE) Quadrant

- Diagnostic Team discussed need for duplicate W10-1/W48 signage on NW quadrant for NB approach vehicles. Potential reason behind additional signage is due to visibility constraints with road curvature.

Location 3: Southwest (SW) Quadrant

- CPUC stated the protective rail barriers in front of the Strd 9 in the SF quadrant should be removed. These barriers pose a hazard for vehicles and are no longer a standard practice.
 - Removal of this barrier may indicate the need for curb and gutter to be installed in front of this assembly for clearance requirements.

Location 4: Northwest (NW) Quadrant

- CPUC noted potential for sign clutter due to duplicate signs, with two R3-2 "except bikes" signs on the NB travel lane past the crossing.
 - Kimley-Horn will investigate potential regulatory reason for this sign installation and verify that potential need is due to site distance accommodation on the roadway curve.

Concluding Comments:

- Kimley-Horn will draft Diagnostic Notes and provide to the Diagnostic Team for review/concurrence.
- Kimley-Horn will update the concept design to include "no train horn" signage for pedestrians where applicable, and evaluate the median extension/RIRO of Palo Alto Av on the east side of the crossing.
- Investigations ongoing to determine quiet zone qualifications for the Alma St crossing on its own (which would likely be managed by City of Palo Alto; personnel TBD).

APPENDIX C: CPUC Approval Letter (2024)

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
320 West 4th Street, Suite 900, Los Angeles, CA 90013

Gavin Newsom, Governor



December 11, 2024

File Number: XREQ 20241100009
Alma Street/Palo Alto Avenue
City of Palo Alto, Santa Clara County

Philip Kamhi
Chief Transportation Official
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Re: General Order 88-B Request for Authority to Alter the Alma Street/Palo Alto Avenue Rail Crossing

Dear Philip Kamhi:

This refers to your letter dated November 19, 2024, received by us on November 19, 2024, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Alma Street/Palo Alto Avenue rail crossing (crossing) of the Peninsula Corridor Joint Powers Board (Caltrain) tracks, in the City of Palo Alto (City), County of Santa Clara. The crossing is identified as CPUC Crossing Number 105E-29.62 and DOT Number 754992N.

The crossing is an East-West, two-lane roadway that consists of two main tracks. The crossing is equipped with two curb-mounted Commission Standard 9 (Flashing Light Signal Assembly with Automatic Gate Arm) warning devices and two curb-mounted Commission Standard 9 pedestrian gate warning devices.

The Commission's Rail Crossings and Engineering Branch (RCRB) reviewed the request by the City. As the City and Caltrain agree on the alterations and apportionment of costs under the provisions of GO 88-B, the following alterations as described and specified in the request letter and its attachments are authorized:

- Remove the existing medians on both approaches.
- Install a new 100 foot long, 10-inch-high median west of the tracks.
- Install a new 10-inch-high median east of the tracks with a total length of approximately 95 feet. The medians include a break to allow bicycles to turn left into El Palo Alto Park.
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W48(CA) "2 TRACKS" and W10-9P "NO TRAIN HORN" warning signs, and R4-11, "BICYCLES MAY USE FULL LANE", R3-2 "NO LEFT TURN EXCEPT BIKES", R26(CA) "NO PARKING", R8-8 "DO NOT STOP ON TRACKS", and R4-7 ("Keep Right") regulatory signs.

Temporary traffic controls shall be provided in compliance with the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This authorization shall expire if the full scope of alterations is not complete within three years of the date of this letter. The City may request a time extension at least 30 days prior to the expiration date.

Philip Kambi
XREQ 20241100009
December 11, 2024
Page 2 of 2

The time extension request shall include evidence of agreement by involved parties. This authorization may be revoked or modified if public convenience, necessity, or safety requires.

This project is categorically exempt from the requirements of the California Environmental Quality Act of 1970, as amended. (California Public Resources Code §21084).

The following requirements pertain to this authorization:

- The crossing shall have the configuration and operational characteristics as described and specified in the request letter and its attachments.
- Within 30 days after the authorized scope of alterations is complete, City and/or Caltrain shall notify RCEB of the alterations by submitting a Form G to rceb@cpuc.ca.gov. Form G requirements and forms are available on the CPUC web site at <http://www.cpuc.ca.gov/crossings>.
- Caltrain shall electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA per 49 C.F.R. § 234.411(c).

If you have any questions, please contact Eyitejumade "Ade" Sogbesan at (415) 471-6784 or eyitejumade.sogbesan@cpuc.ca.gov.

Sincerely,



Matthew Bond, P.E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Rail Safety Division

cc: Rick Bartholomew, Caltrain

APPENDIX D: City of Palo Alto Request to CPUC (2024)

Docusign Envelope ID: B55AD868-3DC2-4300-9F3D-DC16D3BCE95

REQUEST TO CPUC STAFF FOR AUTHORIZATION TO ALTER HIGHWAY-RAIL CROSSING PURSUANT TO GENERAL ORDER 88-B



1. Date Submitted:

2. Applicant Info

Organization Name:	City of Palo Alto
Contact Person:	Philip Kamhi
Title:	Chief Transportation Official
Street Address:	250 Hamilton Avenue
City:	Palo Alto
Zip:	94301
Phone:	650-329-2520
Email:	Philip.Kamhi@CityofPaloAlto.org

3. Crossing proposed to be altered

PUC Crossing Number:	105E-29.62	
U.S. DOT Crossing Number:	754992N	
New U.S. DOT Number: (At-grade to grade-separation only)	N/A	
Street Name:	Alma Street (also known as Palo Alto Avenue)	
City:	Palo Alto	
County:	Santa Clara	
Average Daily Vehicle Traffic (ADT) on roadway crossing tracks	2166	
Year ADT count taken (should be within last 5 years)	2022	
Roadway Speed Limit:	25 MPH	
Railroad Responsible for Crossing:	PCJX	
Other Railroads Operating on Tracks:	UPRR	
Average Daily Train Traffic and speed from all operating railroads	Train Volume	Maximum Train Speed
Passenger	104	79
Freight	4	79
Transit	0	79

4. Describe Proposed Alterations (including any temporary reduced clearance variance requests):

The proposed alterations to this crossing involve removal and reconstruction of the medians on both roadway approaches to the crossing, to comply with Federal Railroad Administration (FRA) Supplemental Safety Measures (SSM) to qualify this crossing for a Quiet Zone.

Request for Authorization to Alter Highway-Rail Crossing Form Rev: May 2022

Pursuant to Commission General Order 88-B

The median for northbound users will be removed and replaced with a 100'-long, 10"-high median. This median will have R4-7 signage and reflective object markers. The median for southbound users will be removed and replaced with two separate 10"-high pieces, for a total length of approximately 95'. The portion of the median closest to the tracks will be 78.6' in length. It terminates to allow bicycles to make a left turn into El Palo Alto Park, then begins again to prevent vehicles from making left turns onto Palo Alto Avenue.

In addition to the construction of medians, the advance warning signage and striping will be updated to be compliant with the latest CA MUTCD, and the W10-1/W48(CA)(2 tracks) sign posts will be equipped with W10-9p ("NO TRAIN HORN") signs to warn users of the quiet zone.

5. Describe the public benefits to be achieved by the proposed alterations:

This crossing experiences 104 passenger and 4 freight trains daily. With current train horn rules, residents adjacent to this crossing hear 438 train horn blasts daily for this crossing alone. With the crossing modifications proposed herein, the crossing would qualify for a Quiet Zone. The crossing would be considered safer with these modifications than its current conditions (train horns included) such that train horns would not be required.

Nearby residents have expressed the existing noise levels due to train horns impact their quality of life. Residents are in support of the proposed Quiet Zones and crossing modifications.

6. Explain why a separation of grades is not practicable:

A separation of grades is not practicable given the existing roadway and railroad configurations, as well as the surrounding land uses and geographic conditions.

To alter the rail relative to the roadway at this crossing is impracticable given the impacts to the existing Palo Alto Caltrain station, approximately 1500-feet south of the crossing. To elevate the rail with respect to Palo Alto Avenue would impact the station platforms. While the Caltrain station is elevated with respect to University Avenue, the accessibility of the station itself would be impacted and would require substantial retrofits to maintain ADA compliance. Any changes in the grade of the rail relative to the roadway would also have structural implications to the existing San Francisquito Creek Bridge, approximately 200-feet north of the crossing.

Elevating or depressing the roadway is impracticable given the nearby intersections and housing close to the crossing. Palo Alto Avenue intersects El Camino Real less than 500' south of the crossing, and Alma Street and Palo Alto Avenue intersect approximately 100' north of the crossing. To elevate or depress the roadway would require substantial intersection modifications. Access to nearby condominiums and homes along Alma Street and Palo Alto Avenue would likely be restricted or eliminated due to roadway grade changes at the crossing.

7. Describe crossing warning devices

Current:	<ul style="list-style-type: none"> • NE quadrant: <ul style="list-style-type: none"> - 1 CPUC Standard No. 9 - 1 CPUC Standard No. 9 Pedestrian Gate (no flashers)
----------	--

Docusign Envelope ID: 855AD868-3DC2-4300-9F3D-DC16D38CEF95

	<ul style="list-style-type: none"> • NW quadrant: <ul style="list-style-type: none"> - 1 CPUC Standard No. 9 Pedestrian Gate • SW quadrant: <ul style="list-style-type: none"> - 1 CPUC Standard No. 9
Proposed:	No changes to warning devices are proposed.

8. Temporary Traffic Controls - Include a statement of temporary traffic controls to be provided during construction:

During construction, temporary traffic control will be provided in accordance with the California Manual on Uniform Traffic Control Devices and Caltrain requirements for flagging. Traffic Control plans will be prepared by the Contractor and submitted to the City of Palo Alto and Caltrain for approval in advance of starting work. The project is expected to require median shoulders and shoulder closures.

9. CEQA (Applicable only to grade-separation projects). For projects involving the alteration or reconstruction of an existing grade-separated crossing or the construction of a grade-separation that eliminates an existing at-grade crossing, the party desiring the change must provide either (a) a copy of a Notice of Exemption from CEQA requirements filed with the appropriate governmental agency, or (b) other factual evidence that the crossing is exempt pursuant to Public Resources Code Section 21080.13.

N/A

10. Signature

I, Philip Kamhi, am an employee of the City of Palo Alto and authorized to sign this GO 88-B authorization request letter on its behalf.

Philip Kamhi, Chief Transportation Official
 Typed Name and Title

DocuSigned by:

 Signature and Date 11/18/2024

DocuSign Envelope ID: B55AD868-3DC2-4300-9F3D-DC16D3BCEF95

Attachments:

1. Vicinity Map
2. Grade Lines
3. 100% Design Plans

DocuSign Envelope ID: B55AD868-3DC2-4300-9F3D-DC16D3BCEF95

11. Evidence of Agreement:

I, Rick Bartholomew, am an employee of Peninsula Corridor Joint Powers Board and authorized to sign this letter of agreement on its behalf, hereby declare that Peninsula Corridor Joint Powers Board concurs with the proposed project described above.

Rick Bartholomew
Manager Signals

Typed Name and Title

Signed by:

Rick Bartholomew

Signature and Date

11/15/2024

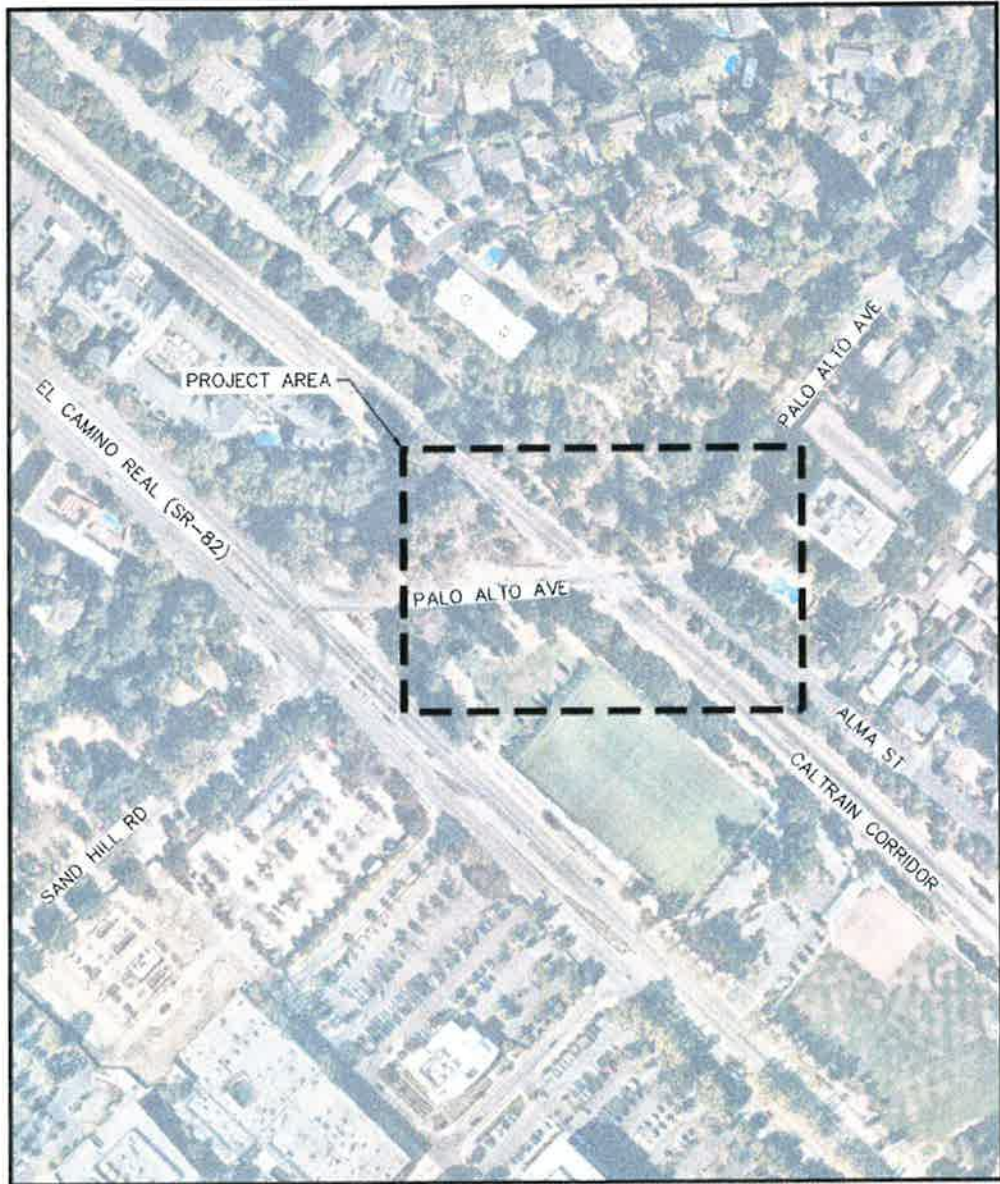
4000 Campbell Ave
Menlo Park, CA 94025
Address

Note: If there are additional interested parties, make additional copies of this page.

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**ATTACHMENT 1
VICINITY MAP**

Docusign Envelope ID: B55AD888-3DC2-4300-9F3D-DC16D38CEF96



Kimley»Horn



GRAPHIC SCALE IN FEET

0 100 200 400



VICINITY MAP

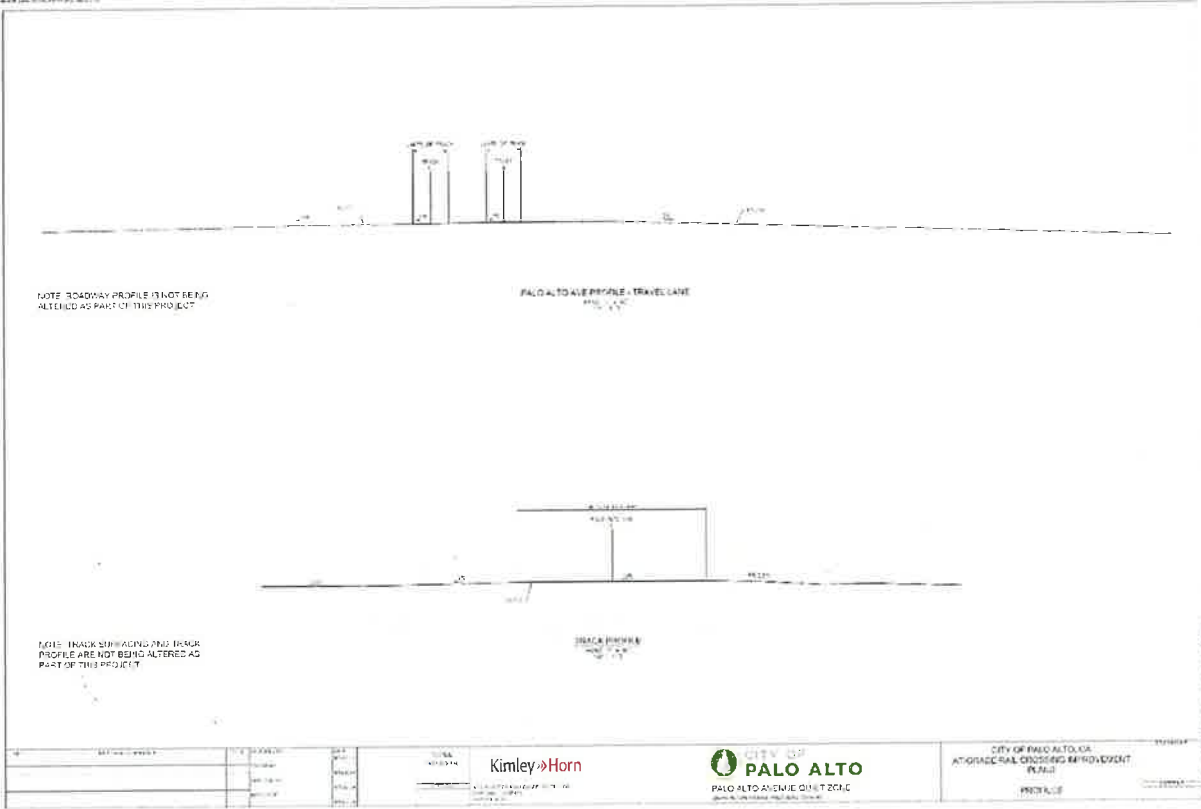
PALO ALTO AVENUE QUIET ZONE

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**ATTACHMENT 2
GRADE LINES**





DocuSign Envelope ID: 855AD868-3DC2-4300-8F3D-DC16D3BCEF85

**ATTACHMENT 3
100% DESIGN PLANS**

POLLUTION PREVENTION — IT'S PART OF THE PLAN

Construction projects are required to implement year-round stormwater BMPs, as they apply to your project. Runoff from streets and other paved areas is a major source of pollution to San Francisco Bay. Construction activities can directly affect the health of the Bay unless contractors and crews plan ahead to keep construction dirt, debris, and other pollutants out of storm drains and local creeks. Following these guidelines will ensure your compliance with City of Palo Alto Ordinance requirements.



MATERIALS & WASTE MANAGEMENT

- Non-Hazardous Materials**
- 1. Store materials and waste in a secure, weather-resistant container.
 - 2. Do not store materials and waste in areas that are adjacent to storm drains or creeks.
 - 3. Do not store materials and waste in areas that are visible to the public.
- Hazardous Materials**
- 1. Store hazardous materials in a secure, weather-resistant container.
 - 2. Do not store hazardous materials in areas that are adjacent to storm drains or creeks.
 - 3. Do not store hazardous materials in areas that are visible to the public.
- Waste Management**
- 1. Do not dump waste in storm drains or creeks.
 - 2. Do not dump waste in areas that are adjacent to storm drains or creeks.
 - 3. Do not dump waste in areas that are visible to the public.
- Construction Entrances and Perimeter**
- 1. Do not allow construction materials to be washed into storm drains or creeks.
 - 2. Do not allow construction materials to be washed into areas that are adjacent to storm drains or creeks.
 - 3. Do not allow construction materials to be washed into areas that are visible to the public.



EQUIPMENT MANAGEMENT & SPILL CONTROL

- Maintenance and Parking**
- 1. Do not use equipment in areas that are adjacent to storm drains or creeks.
 - 2. Do not use equipment in areas that are visible to the public.
- Spill Prevention and Control**
- 1. Do not spill materials or waste into storm drains or creeks.
 - 2. Do not spill materials or waste in areas that are adjacent to storm drains or creeks.
 - 3. Do not spill materials or waste in areas that are visible to the public.



EARTHMOVING

- Grading and Earthwork**
- 1. Do not erode soil into storm drains or creeks.
 - 2. Do not erode soil in areas that are adjacent to storm drains or creeks.
 - 3. Do not erode soil in areas that are visible to the public.
- Contaminated Soil**
- 1. Do not dump contaminated soil into storm drains or creeks.
 - 2. Do not dump contaminated soil in areas that are adjacent to storm drains or creeks.
 - 3. Do not dump contaminated soil in areas that are visible to the public.
- Landscaping**
- 1. Do not use pesticides or herbicides in areas that are adjacent to storm drains or creeks.
 - 2. Do not use pesticides or herbicides in areas that are visible to the public.



CONCRETE MANAGEMENT & DEWATERING

- Concrete Management**
- 1. Do not dump concrete into storm drains or creeks.
 - 2. Do not dump concrete in areas that are adjacent to storm drains or creeks.
 - 3. Do not dump concrete in areas that are visible to the public.
- Dewatering**
- 1. Do not dump dewatering water into storm drains or creeks.
 - 2. Do not dump dewatering water in areas that are adjacent to storm drains or creeks.
 - 3. Do not dump dewatering water in areas that are visible to the public.



PAVING/ASPHALT WORK

- Paving**
- 1. Do not dump paving materials into storm drains or creeks.
 - 2. Do not dump paving materials in areas that are adjacent to storm drains or creeks.
 - 3. Do not dump paving materials in areas that are visible to the public.
- Sanctuary & Asphalt/Concrete Removal**
- 1. Do not dump asphalt or concrete into storm drains or creeks.
 - 2. Do not dump asphalt or concrete in areas that are adjacent to storm drains or creeks.
 - 3. Do not dump asphalt or concrete in areas that are visible to the public.



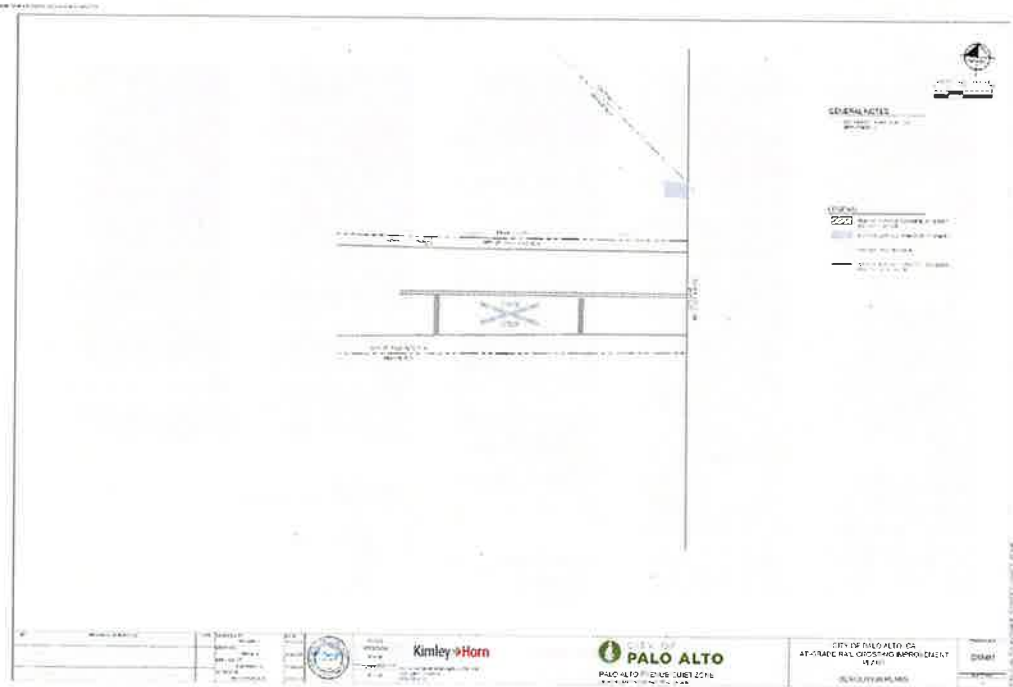
PAINTING & PAINT REMOVAL

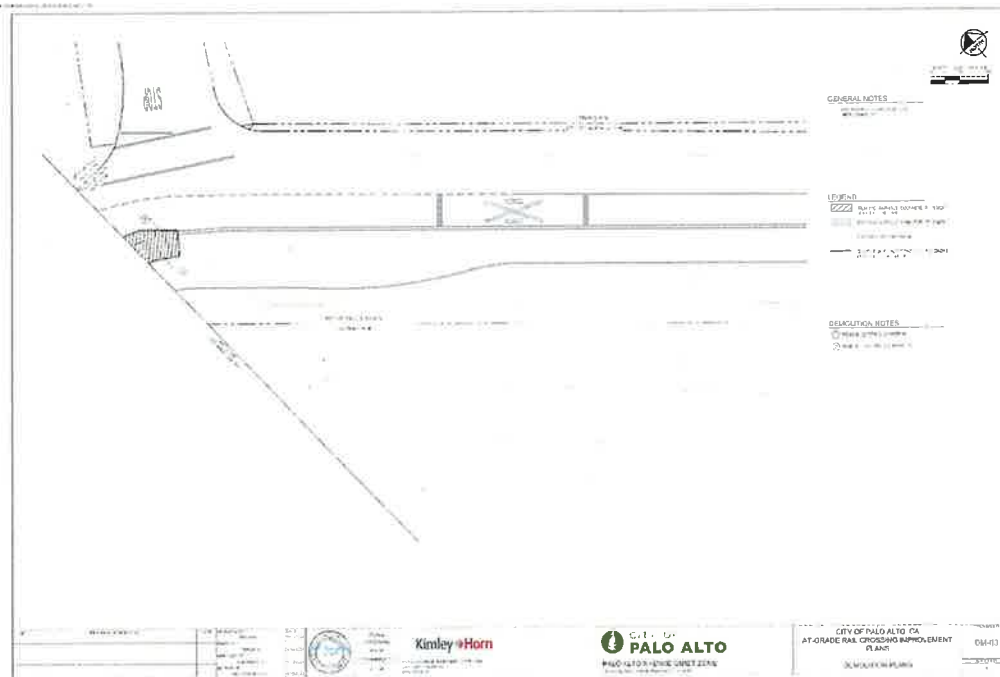
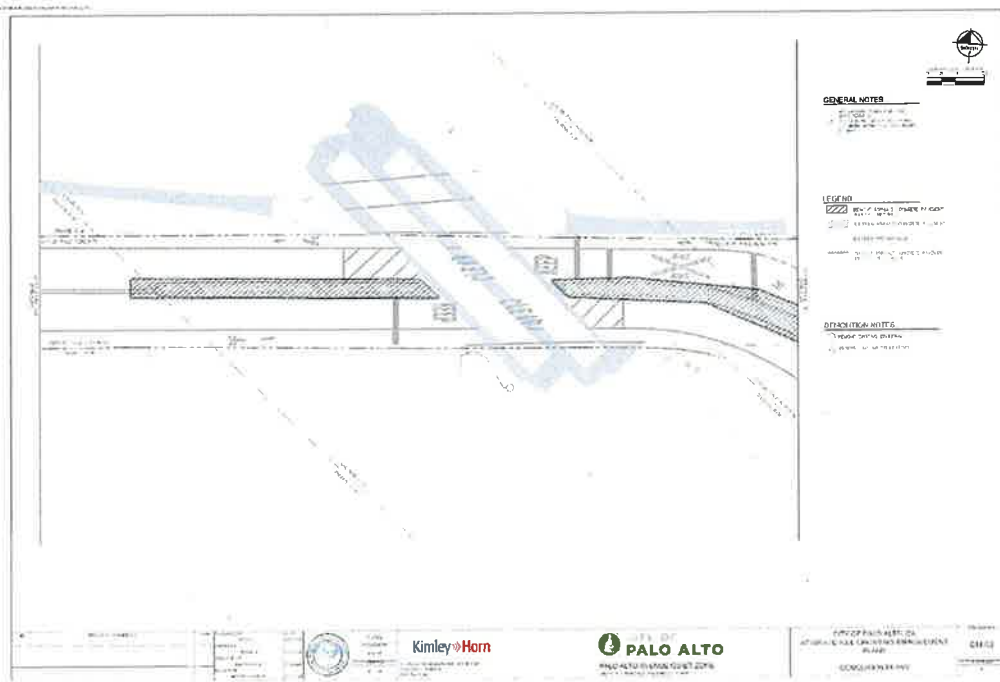
- Painting Cleanup and Removal**
- 1. Do not dump paint into storm drains or creeks.
 - 2. Do not dump paint in areas that are adjacent to storm drains or creeks.
 - 3. Do not dump paint in areas that are visible to the public.

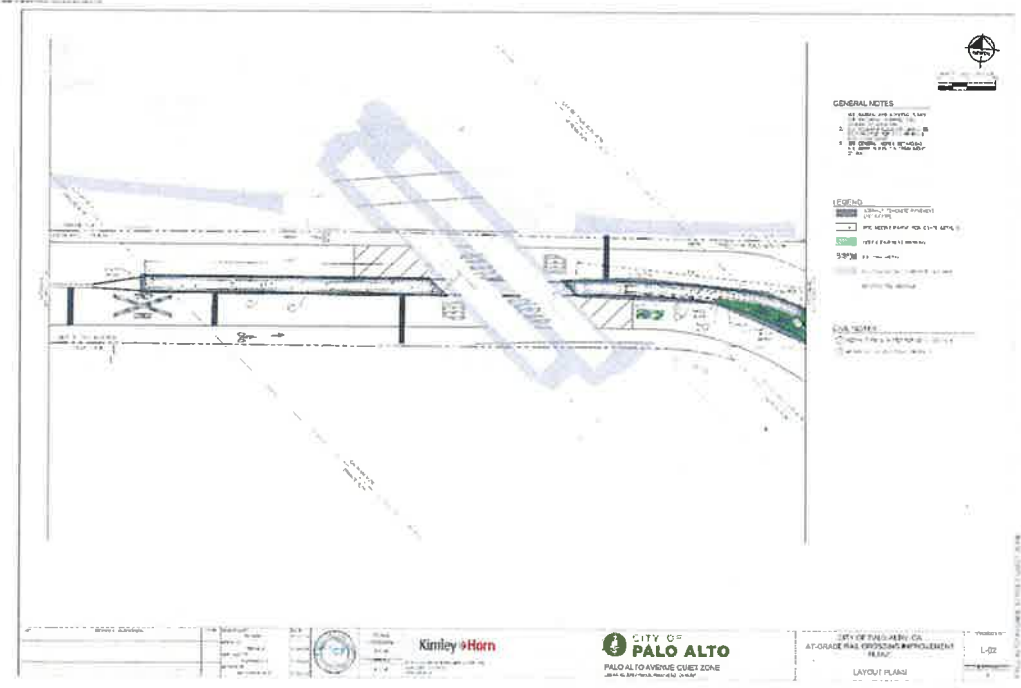
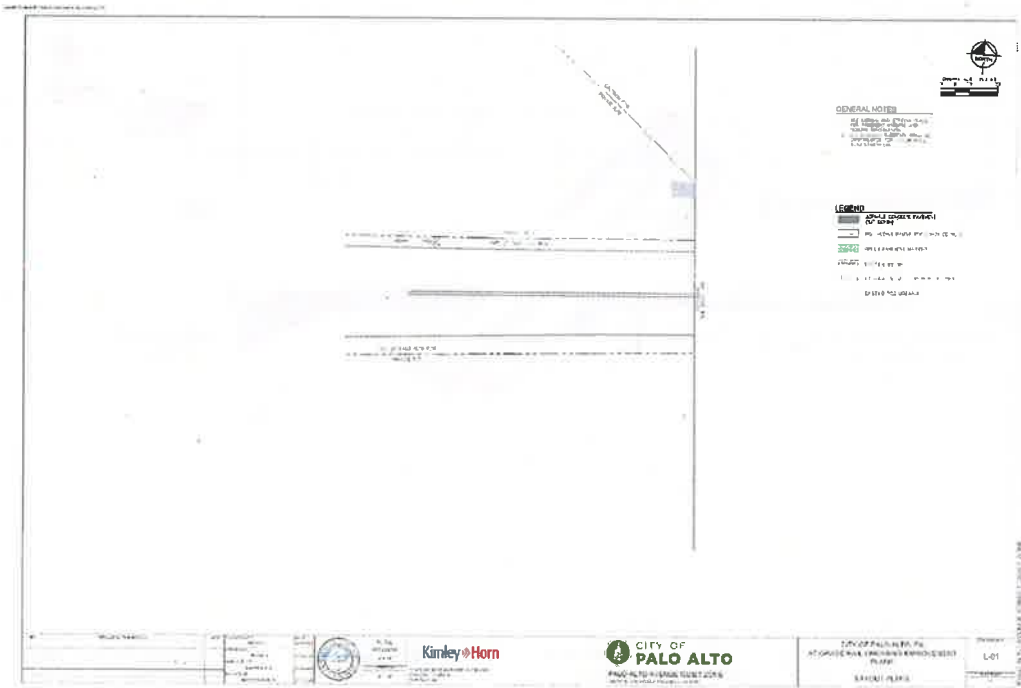


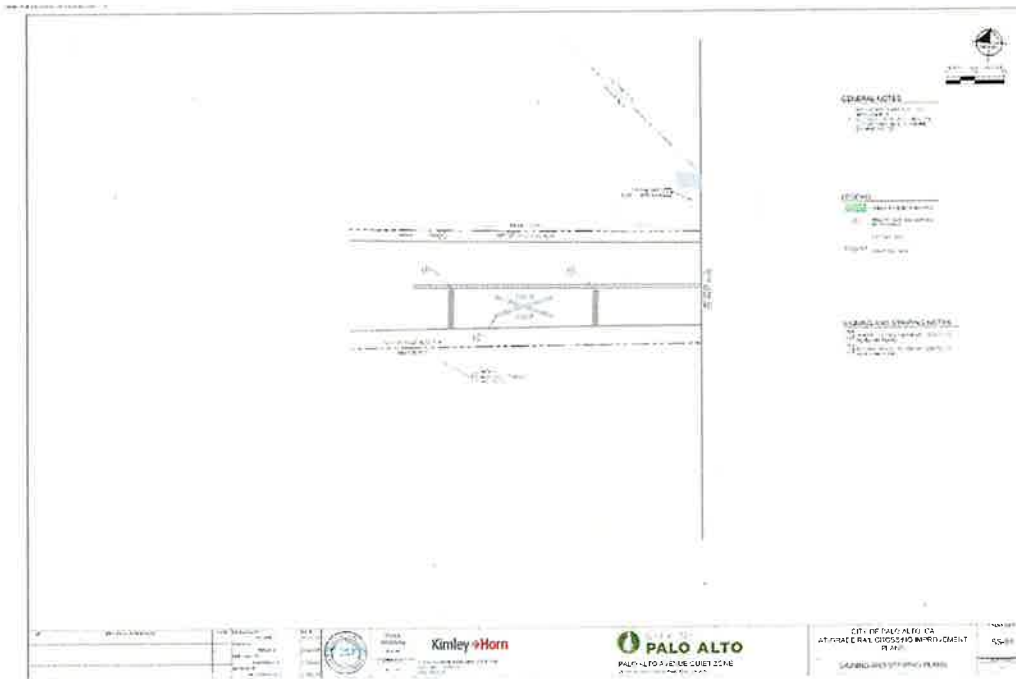
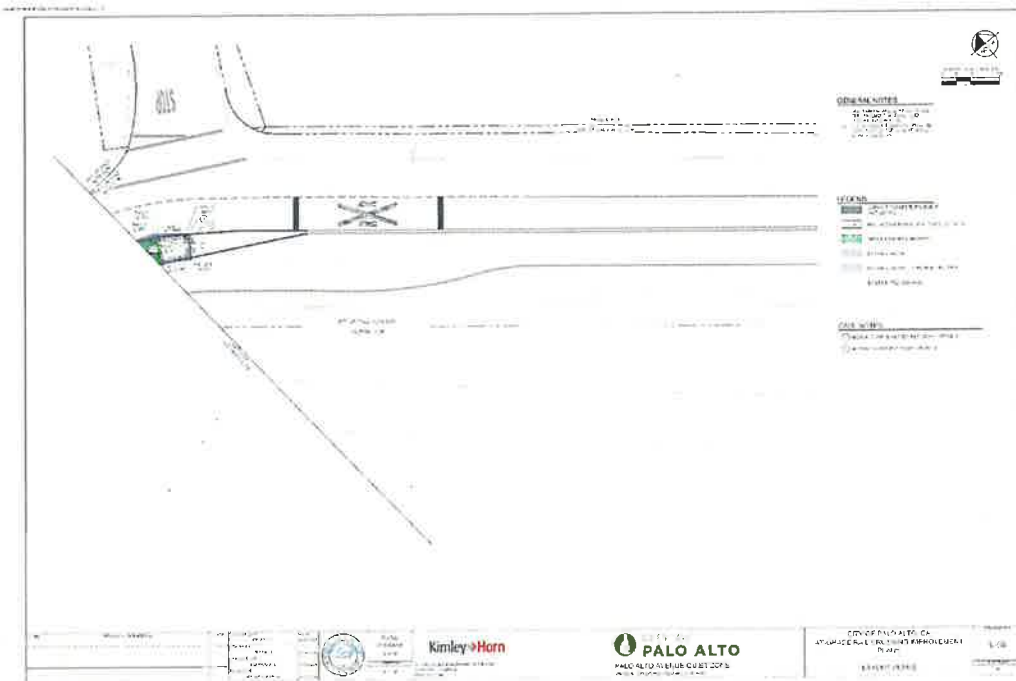
STORM DRAIN POLLUTERS MAY BE LIABLE FOR FINES OF UP TO \$10,000 PER DAY!

350 Hamilton Avenue
Palo Alto, CA 94301
650.329.2311
city.paloalto@pa.org











Certificate Of Completion

Envelope Id: B55AD8683DC243009F3DDC16D3BCE95	Status: Completed
Subject: Complete with DocuSign: City of Palo Alto_GO88B Application_Alma Street.pdf, City of Palo Alto_...	
Source Envelope:	
Document Pages: 24	Signatures: 2
Certificate Pages: 2	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelope Stamping: Enabled	Sumpter, Andria
Time Zone: (UTC-08:00) Pacific Time (US & Canada)	250 Hamilton Ave
	Palo Alto, CA 94301
	andria.sumpter@cityofpaloalto.org
	IP Address: 199.33.32.254


Record Tracking

Status: Original	Holder: Sumpter, Andria	Location: DocuSign
11/14/2024 11:50:49 AM	andria.sumpter@cityofpaloalto.org	
Security Appliance Status: Connected	Pool: StateLocal	
Storage Appliance Status: Connected	Pool: City of Palo Alto	Location: DocuSign

Signer Events

Rick Bartholomew
 BartholomewR@caltrain.com
 Security Level: Email, Account Authentication (None)

Signature

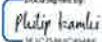
Signed by:

 Rick Bartholomew
 11/14/2024 11:50:49 AM
 Signature Adoption: Pre-selected Style
 Using IP Address: 73.231.40.5

Timestamp

Sent: 11/14/2024 11:56:55 AM
 Viewed: 11/15/2024 5:53:17 AM
 Signed: 11/15/2024 5:54:57 AM

Electronic Record and Signature Disclosure:
 Not Offered via DocuSign

Philip Kamhi
 Philip.Kamhi@CityofPaloAlto.org
 Chief Transportation Official
 City of Palo Alto
 Security Level: Email, Account Authentication (None)

DocuSigned by:

 Philip Kamhi
 11/15/2024 5:55:00 AM
 Signature Adoption: Pre-selected Style
 Using IP Address: 199.33.32.254

Sent: 11/15/2024 5:55:00 AM
 Viewed: 11/18/2024 11:41:41 AM
 Signed: 11/18/2024 11:41:48 AM

Electronic Record and Signature Disclosure:
 Not Offered via DocuSign

In Person Signer Events

Signature

Timestamp

Editor Delivery Events

Status

Timestamp

Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

Timestamp

Carbon Copy Events

Status

Timestamp

Ripon Bhatia
 Ripon.Bhatia@CityofPaloAlto.org
 Senior Engineer
 City of Palo Alto
 Security Level: Email, Account Authentication (None)

COPIED

Sent: 11/18/2024 11:41:51 AM
 Viewed: 11/18/2024 11:42:51 AM

Electronic Record and Signature Disclosure:
 Not Offered via DocuSign

Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	11/14/2024 11:56:55 AM
Certified Delivered	Security Checked	11/18/2024 11:41:41 AM
Signing Complete	Security Checked	11/18/2024 11:41:48 AM
Completed	Security Checked	11/18/2024 11:41:51 AM
Payment Events	Status	Timestamps

APPENDIX E: US DOT Crossing Inventory Form

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 02 / 28 / 2022		B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other		C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> Re-Open <input type="checkbox"/> Date Change Only <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction <input type="checkbox"/> Change in Primary Operating RR			D. DOT Crossing Inventory Number 754592N
Part I: Location and Classification Information							
1. Primary Operating Railroad Peninsula Corridor Joint Powers Board (PCJX)			2. State CALIFORNIA		3. County SANTA CLARA		
4. City / Municipality In <input checked="" type="checkbox"/> Near PALO ALTO		5. Street/Road Name & Block Number ALMA ST (Street/Road Name) * (Block Number)			6. Highway Type & No.		
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Specify RR UP				
9. Railroad Division or Region <input type="checkbox"/> None CALTRAIN		10. Railroad Subdivision or District <input checked="" type="checkbox"/> None		11. Branch or Line Name <input checked="" type="checkbox"/> None		12. RR Milepost 0029.62 (prefix) (nnn nnn) (suffix)	
13. Line Segment * E105-2962		14. Nearest RR Timetable Station * PALO ALTO		15. Parent RR (if applicable) <input type="checkbox"/> N/A PCJX		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A PCJX	
17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input checked="" type="checkbox"/> Commuter <input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input checked="" type="checkbox"/> Number Per Day 104		23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard			
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established				
26. HSR Corridor ID		27. Latitude in decimal degrees <input checked="" type="checkbox"/> N/A (WGS84 std. nn.nnnnnn) 37.4467030		28. Longitude in decimal degrees (WGS84 std. -nnn.nnnnnn) -122.1695140		29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated	
30.A. Railroad Use *			31.A. State Use * 105E-29.62				
30.B. Railroad Use *			31.B. State Use * SCL-1188				
30.C. Railroad Use *			31.C. State Use *				
30.D. Railroad Use *			31.D. State Use *				
32.A. Narrative (Railroad Use) * CHANNELIZATION IS ON EAST SIDE FOR 85 F			32.B. Narrative (State Use) * CHANNELIZATION IS ON EAST SIDE FOR 85 FEE				
33. Emergency Notification Telephone No. (posted) 877-723-7245		34. Railroad Contact (Telephone No.) 408-271-4967			35. State Contact (Telephone No.) 415-703-3722		
Part II: Railroad Information							
1. Estimated Number of Daily Train Movements							
1.A. Total Day Thru Trains (6 AM to 6 PM) 52		1.B. Total Night Thru Trains (6 PM to 6 AM) 52		1.C. Total Switching Trains 4	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day How many trains per week? <input type="checkbox"/>	
2. Year of Train Count Data (YYYY) 2021		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 40 to 79					
4. Type and Count of Tracks Main 2 Siding 0 Yard 0 Transit 0 Industry 0							
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFD <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None							
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			7.A. Event Recorder <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 02/28/2022		PAGE 2		D. Crossing Inventory Number (7 char.) 754942N	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
2. Types of Passive Traffic Control Devices associated with the Crossing					
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None	
				<input checked="" type="checkbox"/> W10-1 5 <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR King Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input checked="" type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. Other MUTCD Signs Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.J. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2.L. LED Enhanced Signs (list types)		
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 2		3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) <input type="checkbox"/> 3 Quad Resistance <input type="checkbox"/> 4 Quad <input type="checkbox"/> Median Gates		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED	3.D. Mast Mounted Flashing Lights (count of masts) 3 <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input checked="" type="checkbox"/> Side Lights Included
3.E. Total Count of Flashing Light Pairs 7		3.F. Installation Date of Current Active Warning Devices (MM/YYYY) / / <input checked="" type="checkbox"/> Not Required	3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) / / <input checked="" type="checkbox"/> No	3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 3
3.J. Non-Train Active Warning <input type="checkbox"/> Flagger/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None			3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) / / Width * _____ Length * 101					
<input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 72		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input checked="" type="checkbox"/> 30° - 59° <input type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input checked="" type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal Aid, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input checked="" type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit 25 MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
7. Annual Average Daily Traffic (AADT) Year 2013 AADT 14700		8. Estimated Percent Trucks 5 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____	10. Emergency Services Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Linear Referencing System (LRS Route ID) * 6. LRS Milepost *					
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____		Organization _____		Phone _____	Date _____
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

APPENDIX F: At-Grade Crossing Accident Report

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)				HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT				OMB Approval No. 2130-0500															
Name Of				Alphabetic Code				RR Accident/Incident No.															
1. Reporting Railroad Caltrain Commuter Railroad Company (PCMZ)				1a. PCMZ				1b. 117895															
2. Other Railroad Involved in Train Accident/Incident				2a.				2b.															
3. Railroad Responsible for Track Maintenance Amtrak (National Railroad Passenger Corporation)				3a. ATK				3b. XXX															
4. U.S. DOT-AAR Grade Crossing ID No. 754992N				5. Date of Accident/Incident 11/19/10				6. Time of Accident/Incident 07:12 PM															
7. Nearest Railroad Station PALO ALTO				8. Division PACP				9. County SAN MATEO															
				10. State Abbr. 06				Code CA															
11. City (if in a city) PALO ALTO				12. Highway Name or No. ALMA AVE				<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private															
Highway User Involved				Rail Equipment Involved																			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)				Code A				17. Equipment 1. Train (units pushing) 2. Train (units pulling) 3. Train (standing) 4. Cars (moving) 5. Cars (standing) 6. Light locomotives (moving) 7. Light locomotives (standing) 8. Other (specify)				Code 2											
14. Vehicle Speed (est. mph at impact) 0				15. Direction (geographical) 1. North 2. South 3. East 4. West				Code 4				18. Position of Car Unit in Train I											
16. Position 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing 4. Trapped				Code 2				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user				Code 1											
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?				Code 4				20b. Was there a hazardous materials release by				Code 4											
20c. State the name and quantity of the hazardous material released, if any																							
21. Temperature (specify if minus) 60 °F				22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark				Code 4				23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Steel 6. Snow				Code 3							
24. Type of Equipment Consist 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main/Inspect. car A. Spec. MoW Equip				Code 3				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry				Code I											
26. Track Number or Name MAIN TRACK I																							
27. FRA Track Class 4				28. Number of Locomotive Units 1				29. Number of Cars 5				30. Consist Speed (Recorded if available) R. Recorded E. Estimated 15 mph E				31. Time Table Direction 1. North 2. South 3. East 4. West				Code I			
32. Type of Crossing 1. Gales 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None				Code 20 sec warn min (1);				33. Signaled Crossing Warning 1. Yes 2. No 3. Unknown				Code 2											
34. Whistle Blown 1. Yes 2. No 3. Unknown																							
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach				Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown				Code 2											
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown																							
38. Driver's Age				39. Driver's Gender 1. Male 2. Female				Code 2				40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown				Code 2							
41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)																							
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown				Code 2				43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obscured				Code 8											
Casualties to:				Killed				Injured				44. Driver was 1. Killed 2. Injured 3. Uninjured				Code 3							
45. Was Driver in the Vehicle? 1. Yes 2. No																							
46. Highway-Rail Crossing Users 0				0				47. Highway Vehicle Property Damage (est. dollar damage) \$10,000				48. Total Number of Highway-Rail Crossing Users (include driver) 0											
49. Railroad Employees 0				0				50. Total Number of People on Train (include passengers and crew) 150				51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No				Code 2							
52. Passengers on Train 0				0																			
53a. Special Study Block				53b. Special Study Block																			
54. Narrative Description CALTRAIN 287 OPERATING WITH CAB CAR #020 IN THE LEAD, 4 CARS AND LOCOMOTIVE E910 IN PUSH MODE STRUCK AN AUTOMOBILE AT MP29.78, ALMA AVE CROSSING.																							
55. Typed Name and Title						56. Signature						57. Date											

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

**HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Caltrain Commuter Railroad Company (PCMZ)		1a. PCMZ	1b. 090663
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Amtrak (National Railroad Passenger Corporation)		3a. ATK	3b. XXX
4. U.S. DOT-AAR Grade Crossing ID No. 754992N		5. Date of Accident/Incident 12/09/03	6. Time of Accident/Incident 11:08 PM
7. Nearest Railroad Station Palo Alto		8. Division PACP	9. County SANTA CLARA
		10. State Abbr. 06	Code CA
11. City (if in a city) PALO ALTO		12. Highway Name or No. CITY : ALMA AVE	
		<input checked="" type="checkbox"/> Public	<input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)		Code A	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3	
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped		Code 2	
17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing)		4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing)	
18. Position of Car Unit in Train		Code 1	
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user		Code 1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?		20b. Was there a hazardous materials release by	
1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4	
20c. State the name and quantity of the hazardous material released, if any			
21. Temperature (specify if minus) 50 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 3			
24. Type of Equipment Consist 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Light loco(s) 7. Yard/switching 8. Light loco(s) A. Spec. MoW Equip Code 3		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	
26. Track Number or Name MAIN NO.#2			
27. FRA Track Class 4		28. Number of Locomotive Units 1	
29. Number of Cars 5		30. Consist Speed (Recorded if available) R. Recorded 44 mph E. Estimated Code R	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 2			
32. Type of Crossing 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wagon ways 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) Code(s) 01		33. Signaled Crossing Warning 20 sec warn min (I); Code 2	
34. Whistle Blown 1. Yes 2. No 3. Unknown Code 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2			
38. Driver's Age Code 2		39. Driver's Gender 1. Male 2. Female Code 2	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Out not stop 4. Stopped on crossing 5. Other (specify) Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obscured Code 8	
Casualties to: Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 2			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$3,000	
48. Total Number of Highway-Rail Crossing Users (include driver) 0			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and crew) 50	
51. Is a Rail Equipment Accident/Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0 0			
53a. Special Study Block			
53b. Special Study Block			
54. Narrative Description CALTRAIN NO.96 OPERATING WITH LOCOMOTIVE 907 AND 5 CARS STRUCK AN ABANDONED AUTOMOBILE AT MP29.8, ALMA AVE CROSSING.			
55. Typed Name and Title		56. Signature	
		57. Date	

FORM FRA F 6180.57


* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

APPENDIX G: FRA Quiet Zone Calculations

1/24/24, 1:10 PM

FRA - Quiet Zone Calculator

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Change Scenario PALO ALTO_67549

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
754992N	ALMA ST	14700	Gates	0	0	104,786.75	MODIFY

Create New Zone

Manage Existing Zones

Log Off

Step By Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) button

Step 2: Select proposed Warning device or SSM. Then click the [UPDATE](#) button. To generate a spreadsheet of the values on this page, click on [ASM](#) button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the [SELECT](#) button is shown at the bottom right side of this page. Note that the [SELECT](#) button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the [SELECT](#) button

*** Only Public At Grade Crossings are listed.**

Click for [Supplementary Safety Measures \(SSM\)](#)

Click for ASM spreadsheet: [ASM](#) * Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	Palo Alto
Type:	New 24-hour QZ
Scenario:	PALO ALTO_67549
Estimated Total Cost:	\$0.00
Nationwide Significant Risk Threshold:	15488.00
Risk Index with Horns:	62821.79
Quiet Zone Risk Index:	104786.75

<https://safetydata.fra.dot.gov/Quiet/scan.aspx?zoneid=59610>

1/1

1/24/24, 1:08 PM

FRA - Quiet Zone Calculator

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Federal Railroad Administration
QUIET ZONE CALCULATOR

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Change Scenario: PALO ALTO_67549

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
754992N	ALMA ST	14700	Gates	0	13	20,957.35	MODIFY

Create New Zone

Manage Existing Zones

Log Off

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** button.

Step 2: Select proposed warning device or SSM. Then click the **UPDATE** button. To generate a spreadsheet of the values on this page, click on **ASM** button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the **SELECT** button is shown at the bottom right side of this page. Note that the **SELECT** button is shown **ONLY** when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the **SELECT** button.

* Only Public At Grade Crossings are listed.

ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.

Click for [Supplementary Safety Measures \(SSM\)](#)

Click for ASM spreadsheet: * Note: The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	Palo Alto
Type:	New 24-hour QZ
Scenario:	PALO ALTO_67549
Estimated Total Cost:	\$15,000.00
Nationwide Significant Risk Threshold:	15488 .00
Risk Index with Horns:	62821.79
Quiet Zone Risk Index:	20957.35

<https://safetydata.fra.dot.gov/Quiet/myzone3.aspx?zoneid=59610>

1/1

Certificate Of Completion

Envelope Id: D9D13914-0456-431D-97B9-17BEFEC48C82
Subject: Complete with Docusign: NOI Palo Alto (Alma Street)_.pdf
Source Envelope:
Document Pages: 41
Certificate Pages: 2
AutoNav: Enabled
Envelope Stamping: Enabled
Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Status: Completed

Envelope Originator:
Sumpter, Andria
250 Hamilton Ave
Palo Alto , CA 94301
andria.sumpter@cityofpaloalto.org
IP Address: 199.33.32.254

Record Tracking

Status: Original
3/5/2025 1:57:16 PM
Security Appliance Status: Connected
Storage Appliance Status: Connected

Holder: Sumpter, Andria
andria.sumpter@cityofpaloalto.org
Pool: StateLocal
Pool: City of Palo Alto

Location: DocuSign
Location: Docusign

Signer Events

Lily Lim-Tsao
Lily.LimTsao@CityofPaloAlto.org
Management Spec
City of Palo Alto
Security Level: Email, Account Authentication (None)

Signature

Signed by:

F3160F400352483...

Signature Adoption: Pre-selected Style
Using IP Address: 162.200.108.169

Timestamp

Sent: 3/5/2025 2:06:13 PM
Viewed: 3/12/2025 10:47:55 AM
Signed: 3/12/2025 10:55:48 AM

Electronic Record and Signature Disclosure:
Not Offered via Docusign

Ed Shikada
Ed.Shikada@CityofPaloAlto.org
Ed Shikada
City of Palo Alto
Security Level: Email, Account Authentication (None)

DocuSigned by:

F20CA19CC3D4F9...

Signature Adoption: Pre-selected Style
Using IP Address: 50.217.72.166

Sent: 3/12/2025 10:55:50 AM
Viewed: 3/12/2025 5:06:43 PM
Signed: 3/12/2025 5:07:18 PM

Electronic Record and Signature Disclosure:
Not Offered via Docusign

In Person Signer Events

Signature

Timestamp

Editor Delivery Events

Status

Timestamp

Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

Timestamp

Carbon Copy Events

Status

Timestamp

Ripon Bhatia
Ripon.Bhatia@CityofPaloAlto.org
Senior Engineer
City of Palo Alto
Security Level: Email, Account Authentication (None)

COPIED

Sent: 3/12/2025 5:07:20 PM
Viewed: 3/13/2025 10:30:34 AM

Electronic Record and Signature Disclosure:
Not Offered via Docusign

Witness Events**Signature****Timestamp****Notary Events****Signature****Timestamp****Envelope Summary Events****Status****Timestamps**

Envelope Sent

Hashed/Encrypted

3/5/2025 2:06:13 PM

Certified Delivered

Security Checked

3/12/2025 5:06:43 PM

Signing Complete

Security Checked

3/12/2025 5:07:18 PM

Completed

Security Checked

3/12/2025 5:07:20 PM

Payment Events**Status****Timestamps**

03/17/25 AM 8:58 EXEC

I favor authorizing the Executive Director of the Caltrain Joint Powers Board to enter into partnership agreements aimed at increasing Caltrain ridership. Such agreements should include coordinating vanpool schedules with Caltrain schedules. Synchronizing the arrival of a Caltrain train with the arrival of Samtrans and VTA buses will go a long way toward increasing Caltrain ridership. Being able to take one's bicycle on board Caltrain is a big plus toward increasing ridership. Information about bicycles on Caltrain should be passed on to bike shops and cycling clubs. The Executive Director should invite feedback from commuters about: What time do you have to be at work? Has your work schedule changed in the last five years? When does your workday end? What days do they expect you to be in the office?

Sincerely; Paul H. Tieck 1482 La Playa St. San Francisco, Calif.

PHONE 628 777 - 4275

Paul Tieck

3/12/2025

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Sincerely; Paul H. Tieck 1482 La Playa St. San Francisco, Calif.

PHONE 628 777 - 4275

Paul Tieck
3/12/2025

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Thursday, March 20, 2025 5:03 PM
To: Board (@caltrain.com)
Subject: VTA's BART Phase II: March 2025 Construction Update

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



BART SILICON VALLEY
PHASE II EXTENSION PROJECT

March 2025 Construction Update



Welcome to the inaugural **monthly construction update** for VTA's BART Silicon Valley Phase II (BSVII) Project, aimed to keep the community informed about current and upcoming construction activities and progress.

Work activities at the Project's West Portal site continue with the following construction activities taking place Monday through Friday from 6:00 a.m. to 6:00 p.m.

West Portal at the Newhall Yard & Maintenance Facility

(Located between Brokaw Road, Newhall Drive, Coleman Avenue and the railroad tracks)

Construction Activities	What to Expect
Digging, drilling and leveling the ground to prepare the site	Visible machines and a low humming noise during drilling
Mixing cement and soil to improve ground stability	Noise from large machines and continuous drilling and mixing sounds
New gas lines are being installed	Trench digging for the new utilities
Fire hydrants are being cleaned	Maintained water quality during construction activities and emergencies
Construction and safety training sessions	Contractors will have guidance on safely handling noise and vibration protocols

Noise and Vibration Monitoring

As construction activities increase, noise levels and vibration effects in and near the project site will be managed by:

- Using tools to monitor noise levels and vibration
- Conducting noise checks based on the work activity taking place
- Installing noise curtain adjacent to railroad tracks to dampen construction noise
- Prioritizing loud work during regular business hours
- Meeting with neighbors to provide updates on construction activities

Upcoming Work in May

- Increased night work
- Additional truck activity on Newhall Drive, Brokaw Road and Coleman Avenue

Construction Progress Made in February and March



Installed courtesy screen for SJ Earthquakes Practice Field



Prepared and installed sheet piling for detention basin



Set up and connection of office trailers on site



Installing lateral utility connections



Survey checks for instrumentation and monitoring



Grading complete for top of launch structure

Contact Us

- Visit with the External Affairs Team located at 2830 De La Cruz Boulevard, Santa Clara – Tuesday through Thursday between 8:00 a.m. and 5:00 p.m.
- Email vtabart@vtabsv.com
- Call (408) 321-2345

Learn more about the Project by visiting vtabart.org and receive construction updates by subscribing [here](#).



BART SILICON VALLEY PHASE II EXTENSION PROJECT

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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

Our mailing address is:

Valley Transportation Authority
2830 De La Cruz Blvd
1st Floor
Santa Clara, CA 95050

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



From: [Aristotle Paris Taylor](#)
To: [Tina Dubost](#); [Ask.Investigations@dot.ca.gov](#); [Board \(@caltrain.com\)](#); [Navdeep Dhaliwal](#)
Cc: [Jason Baker](#)
Subject: Re: Formal Complaint Regarding Employee Conduct – Citation #24001195
Date: Thursday, March 20, 2025 8:52:47 PM

Some people who received this message don't often get email from aptaylor@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.

Hello,

It has been over 3 weeks since I have sent this email. This is extremely unprofessional and unsettling, for someone who has been loyal to the company along with knowing with many people that are as well.

Aristotle Taylor
Stanford Football

From: Aristotle Paris Taylor
Sent: Thursday, February 27, 2025 1:37:23 AM
To: dubostc@samtrans.com <dubostc@samtrans.com>; Ask.Investigations@dot.ca.gov <Ask.Investigations@dot.ca.gov>; Board@Caltrain.com <Board@Caltrain.com>; dhaliwaln@caltrain.com <dhaliwaln@caltrain.com>
Cc: bakerj@caltrain.com <bakerj@caltrain.com>
Subject: Formal Complaint Regarding Employee Conduct – Citation #24001195

Dear Caltrain Customer Service,

I am writing to formally report an incident involving a Caltrain employee, J. Castillo (Badge/ID: 634), that occurred on **February 26, 2025, at 9:22 PM** on **Train 162, Car 3272**, at the **Sunnyvale Station (Santa Clara County)**.

Incident Details:

- **Date and Time:** February 26, 2025, at 9:22 PM
- **Train Number/Route:** Train 162, Car 3272
- **Station:** Sunnyvale, Santa Clara County
- **Employee Name & ID:** J. Castillo (Badge/ID: 634)
- **Violation Number:** 24001195

Description of Behavior:

In my four years of riding Caltrain, I have never had any issues with any workers—until this

experience, which was by far the most unprofessional and unpleasant interaction I have had. The employee approached me and several other passengers in an extremely aggressive manner, demanding identification without proper cause, incorrectly claiming that my ticket was invalid and falsely identifying it as a youth ticket. He proceeded to **yell inside the train, demanding that passengers remove their hoods so he could identify them and state their date of birth.** Stating that it is “just his job” when his hostility was contested by one of the fellow train riders sitting near me. I would guess that abusing power and being rude is definitely not part of his job. His behavior created a **hostile and uncomfortable environment** for not only me, but multiple riders at the least. He told me after he realized that he falsely identified and reported me, that he made a mistake and that he would protest the ticket if he was me. Completely rude, disrespectful, unjustified, and unprofessional. Didn't have the decency at the very least to get my name, weight, height, or eyes correct when it's all on my ID. He put in random information as quick as he could to print out a ticket, further proving his ill intent.

Furthermore, I was issued a citation for **fare evasion with inadequate fare media (Code: 3.03.1)**, despite having purchased my ticket correctly. Given the circumstances and the manner in which this employee handled the situation, I strongly believe that this citation was **unjustified** and request that it be reviewed and dismissed. I purchased and showed the ticket, whether the connection when I got into the train prolonged the purchase, I don't know, but it was bought as I got in at palo alto, and it was not a youth ticket. I do know that I have had the same process for years now-without ever having an issue, and I take pride in my ethics and character. Coming straight from workouts-to make the train just on time and paying for my ticket, then being harassed has not only ruined my day but also my positive experience riding the cal train.

Request for Review & Action:

1. **Formal Review of Citation #24001195** – I request that this citation be investigated and revoked, as it was issued under false pretenses.
2. **Investigation into J. Castillo's Conduct** – His actions were unprofessional, excessive, and unnecessarily confrontational not only to me but everyone I saw him deal with.
3. **Clarification of Fare Inspection Protocols** – If there have been changes to ticket validation procedures, I request clear communication. After this incident it may be my last time utilizing your service, one of which I have been so grateful for.

I appreciate your prompt attention to this matter and look forward to your response regarding the resolution of this issue. Please confirm receipt of this complaint and provide a timeline for review.

Sincerely,

Aristotle Taylor

Stanford University | Class of 2025

B.S | Management Science & Engineering

Student-Athlete | Stanford Football

(m) (248) 303-7934 | aptaylor@stanford.edu

From: [Navdeep Dhaliwal](#)
To: [Aristotle Paris Taylor](#); [Tina Dubost](#); Ask.Investigations@dot.ca.gov; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Brent Tietjen](#)
Cc: [Jason Baker](#)
Subject: Re: Formal Complaint Regarding Employee Conduct – Citation #24001195
Date: Friday, March 21, 2025 8:09:23 AM

Hi Aristotle,

A member of the team is reviewing this. Thank you for bringing it to our attention.

Sincerely,

Navi Dhaliwal, MPPA

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: Aristotle Paris Taylor <aptaylor@stanford.edu>
Sent: Thursday, March 20, 2025 8:52 PM
To: Tina Dubost <dubostc@samtrans.com>; Ask.Investigations@dot.ca.gov
<Ask.Investigations@dot.ca.gov>; Board (@caltrain.com) <Board@Caltrain.com>; Navdeep Dhaliwal
<dhaliwaln@caltrain.com>
Cc: Jason Baker <bakerj@caltrain.com>
Subject: Re: Formal Complaint Regarding Employee Conduct – Citation #24001195

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Stanford Football

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Sent: Thursday, February 27, 2025 1:37:23 AM
To: dubostc@samtrans.com <dubostc@samtrans.com>; Ask.Investigations@dot.ca.gov

<Ask.Investigations@dot.ca.gov>; Board@Caltrain.com <Board@Caltrain.com>;
dhaliwaln@caltrain.com <dhaliwaln@caltrain.com>
Cc: bakerj@caltrain.com <bakerj@caltrain.com>
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