



JPB Board of Directors  
Meeting of August 5, 2021

Correspondence as of July 30, 2021

# Subject

- 1 Old Train Schedule Request
- 2 SFCTA Board Meeting Minutes
- 3 7/20/21 Assault Complaint
- 4 Combining PAX, the DTX and the LINK21
- 5 Huntington Ave -San Bruno Cleanup Request

**From:** [Phil Erskine](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** IMPORTANT I want My Old Train Schedule Back Train 208 and 273  
**Date:** Friday, July 23, 2021 3:38:37 PM

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To Whom It May Concern to CalTrain Board;

I work at Santa Clara University, and I also represent and speak for the 30 others riders that take the train from SCU before the pandemic happened to shut our lives down for 18 months. Since Santa Clara is starting up full-time with faculty and staff returning (8:00 am to 5:00 pm) starting **Monday, August 2nd, 2021**, I propose two of the train schedules return.

Since you're in the process of changing the schedule, I would like to suggest the **morning train 208 (semi express) from Hillsdale Station that use to leave at 7:00 am and arrive at Santa Clara station at 7:40 am**. The return train from **Santa Clara Station, 273**, leaving at **5:10 pm, arriving at Hillsdale Station at 5:40 pm**.

Currently, right now I take train **214 from Hillsdale Station at 7:17 am** and arrive at **Santa Clara Station at 8:00 am**, making me late at 8:10 am for work. Then, on the return trip from **Santa Clara Station, leaving at 5:42 pm, train 279** putting me in Hillsdale at 6:23 pm, getting me home at 7:00 pm, and late for dinner.

I want the CalTrain Board to recommend to whoever is proposing the schedule change to implement this as part of the end of August. FYI, update I've been told that the total riders at SCU are 65 people taking the train and would like to see this proposal as well.

Thank you for your time and consideration.

Phil

Phil Erskine  
Cell: 415-407-5700

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Phil Erskine  
Academic Technology Specialist  
Tel: 408-554-4504

**From:** [Roland Lebrun](#)  
**To:** [SFCTA Board Secretary](#)  
**Cc:** [MTC Info](#); [Board \(@caltrain.com\)](#); [Baltao, Elaine \[board.secretary@vta.org\]](#); [SFCTA CAC](#); [cacsecretary \[caltrain.com\]](#)  
**Subject:** Item 4 July 13 2021 Minutes Caltrain electrification oversight  
**Date:** Monday, July 26, 2021 4:23:46 AM

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

Please allow me to start by once again thanking and congratulating your staff for the quality and the accuracy of SFCTA Board meeting minutes:

<https://www.sfcta.org/sites/default/files/2021-07/Minutes%2007%20July%2013.pdf>

The intent of this email is to substantiate the comment I made at the July 13th meeting that "*I hoped that the SFCTA **implement Director Heminger's recommendation** with the condition that any further Prop K allocations, they establish a structure that mimics the DTX governance structure including a monthly Executive Steering Committee meeting open to the public*"

#### **July 1st Caltrain Board meeting transcript:**

12:43:53 Does anyone have questions or comments, Director Heminger.

12:43:58 Thank you Madam Chair.

12:44:01 You know I'm willing to support the staff recommendation here reluctantly I must say, but **I also want to try to draw a broader lesson from this project, which I believe has doubled in costs since the original budget.**

12:44:17 From the electrification program, which is we disclosed, a month or so ago, is looking at a significant schedule delay and cost overrun anyone observing our closed session agenda today would see that we're still dealing with the aftermath of the positive

12:44:38 train control program, even though it's been in operation for some time now.

12:44:44 And I know that Michelle is aware of these issues but I think it's worth stating out loud that I think **we've got a pattern here, a systemic problem of delivering large capital projects.**

12:44:58 We are not alone in the United States or the world in public agencies wrestling with these issues.

12:45:05 But I think we have to move ourselves toward the forefront of trying to identify some solutions.

12:45:12 I'm certainly glad that Rob is here and can bring his experience to bear.

12:45:17 But I think **one of our challenges, frankly, as a board has been that too often, we are dealing with these capital projects either in closed session, or in so-called ad hoc committees, neither of which meetings are public.**

12:45:35 And I think that does some damage to our reputation and to our ability to be transparent to our constituents.

12:45:46 So, **I would like to request madam chair that you refer an item to one of the appropriate committees that can deal with in public.** I sort of the lessons we have learned the challenges that we faced with the, with the capital projects that are either

12:46:05 finished are underway. And what potential solutions

12:46:09 we can fashion to reform our project delivery system, and that includes **involving the public eye and our stakeholders in a much more effective way than just hearing from us when we've got a problem and need more money.**

12:46:28 So I make that request to you and hope that we could get that work started in the foreseeable future.

12:46:37 Certainly, and what's up committee I was what Michelle and I had in mind so we will do that at The Next Web committee meeting.

12:46:48 Thank you.

Sincerely,

Roland Lebrun

CC

MTC Commissioners

Caltrain Board

VTA Board of Directors

SFCTA CAC

Caltrain CAC

VTA PAC

VTA CAC

**From:** [Lucio Ramirez](#)  
**To:** [Rios, Rona](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: 7/20/21 assault complaint  
**Date:** Tuesday, July 27, 2021 1:26:50 PM

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You don't often get email from [ramirez.luc.cl@gmail.com](mailto:ramirez.luc.cl@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

Ms. Rios, thank you for your response to my submitted report of the discriminatory assault that was committed against me by a identified Cal train employee, on 7/20/21. It would be a violation of United States law for the here reported employee that injured me and threatened me illegally, while I was boarding a Cal train, to not face criminal and related government charges. Audio surveillance of the criminal discriminatory abuse committed against me during this here reported crime committed against me is available to state and National investigators. It would be a high federal offense for the here referenced Cal train employee to lie on record regarding the circumstances and his actions during this assault he committed against me. Thank you for acknowledging receipt of this written report.

Lucio

650-305-6089

On Tue, Jul 27, 2021, 1:16 PM Rios, Rona <[riosr@samtrans.com](mailto:riosr@samtrans.com)> wrote:

Dear Lucio Ramirez,

Your email to the Caltrain Board of Directors is received and has been sent to me for review. Please know they will receive a copy of this email.

Regarding your detailed complaint, we are sincerely sorry to hear of this experience and please know that Caltrain upholds the value of equality and has a zero tolerance towards any type of hate crime. Also, your complaint was forwarded to our Transit Police Bureau and Rail Operations Management for further investigation.

For Caltrain emergencies on board the train or at the platforms while waiting, please contact the Transit Police (San Mateo County Sheriff Office) at 1-877-723-7245 or 911.

Sincerely,

Rona Rios

Director, Customer Experience

SamTrans|Caltrain|SMCTA

1250 San Carlos Avenue

San Carlos, CA. 94070

[riosr@samtrans.com](mailto:riosr@samtrans.com)

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**From:** Lucio Ramirez <[ramirez.luc.cl@gmail.com](mailto:ramirez.luc.cl@gmail.com)>  
**Sent:** Thursday, July 22, 2021 2:45 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>

**Subject:** 7/20/21 discriminatory assault committed against injured Native American victim of crime by multiple Caltrain employees

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As I factually reported in the submitted 7/21/21 report, a Cal train employee clearly and illegally and injuriously to me, obstructed my right to get on the "4025 train" which was headed south. This referenced Cal train employee committed for an extended duration of time, injurious and illegal discrimination against me at the California ave stop in Palo Alto, and acted to illegally obstruct my right to use the Cal train service for which I had already then paid for. As I have already reported in writing, an identified Cal train employee whom appeared to be of Asian American ancestry, acted viciously criminal and systematically against the United States law, and my legally mandated rights, and committed clear public abuses and injurious harassment against me to illegally harass me and obstruct my legal right to a ramp to access this Cal train with my medically ordered walker, thus this Cal train employee directly injured me and directly and severely threatened my safety.

Following this above referenced injurious abuses committed against me by a Cal train employee on 7/20/21, I prepared and began to board, in the same lawful manner as before, with my already purchased ticket, and lawfully sought to get on the next available southbound train, which was going in the same direction, and which arrived around 12 pm. At the time of the arrival of this here referenced Cal train, that was headed in the south direction, a male Cal train employee whom looked to be of Asian biological identity, acted to identify himself in the area of boarding for persons with serious injury and related needs, such as use of a ramp to board the train. This identified Cal train employee began to behave in a hostile manner, also, for example, he acted to not allow me to speak and through the use of criminal interaction patterns, he directly changed the meaning of my concise, and directly stated requests, I stated clearly to this here identified Cal train employee, "I need to use the ramp to board this train with my medically ordered walker, I have a broken neck and have purchased a ticket".

When this here reported employee got off the train to oversee the boarding of customers on the train, he was in the reported service area, clearly designated for persons needing to access the train with walkers for example. At this time, I then directly requested the use of the ramp to board the train with my medically ordered walker. A medically ordered walker is necessary to support my walking needs that are a direct result of injuries I sustained as a victim of various criminal racist torture assaults, which caused me to suffer repeated and "compounded" fractures to important weight bearing bones, including my neck vertebrae, my lower spine, my torso, jaw, skull collar bone, and my knee cap.

This referenced Cal train employee then began to hostilely threaten me, and repeated himself in an abusive and injurious way to directly and illegally threaten me, he stated with no just logical, legal, or ethical provocation, that "if you want to be a smart ass, and or, you are a smart ass, then (and) you can't get on the train". The other directly present Cal train employee did not interrupt these criminal abuses committed against me, and they thus each committed clear, and related, serious criminal abuses and threats against me, which are illegal and were injurious to me, and obstructed my rights to board the train.

After this, identified Cal train employee, heard my clear concise report that I had a medical need to board the train with my walker and needed to use the ramp, he sought to inquire into my specified access need, and I reported simply and directly that I needed to use the ramp which had been afforded to me previously. To obstruct my right to use a ramp to board this train undermines my physical safety and prevents me from safely using my medically ordered walker that is necessary for my physical rehabilitation of my severely broken neck. The obstruction of my use of this medically ordered physical rehabilitation tool, severely injures my existing traumatic spinal cord injury. These here referenced injuries are the direct result of being illegally and criminally assaulted when I was at work and or in degree earning school programs. I was seriously repeatedly injured when I was victimized while engaged in law abiding activities such as talking with my children, resting after playing school sponsored sports, walking with vulnerable persons in my biological family to directly support their health. I have been repeatedly kicked and beat and hit to be forced unconscious, while maintaining, by lawful health promoting actions, my identity a law abiding high achieving Native American clinical therapist, scientist and Native American studies university instructor. Various government employees have committed serious hate crimes and criminal torture directly against me and have obstructed my and other Native American persons rights to gain legally and medically indicated medical care and these here referenced criminally acting persons, have also committed crimes against me and other Native American to undermine me and other Native Americans rights to report being a victim of criminal violence and assault. This here referenced Cal train employee made an illegal heinous public criminal threat against me yesterday (7/20/21) to obstruct my necessary rights to use the Cal train, and he also directly harmed my health and social rights to regain my civic responsibilities to do my lawful duty to serve as a government expert witness and to obtain my rights to legal justice as a victim of crime. After this identified Cal train employee abusively and illegally called me a "smart ass", I asked for help and reported being injured and threatened by this here reported criminally operating Cal train employee, to the most near identified Cal train employee. This other present Cal train employee did not respond directly to my requested need for service support to access the train with my medically ordered walker, and did not respond to my immediately relevant reports of being victimized by

then current abuses, of the here reported, illegal criminal operating employee. Instead, this male Cal train employee that appeared to be of Mexican ancestry stated to me at this time, separately and repeatedly in a hostile manner, "let me see your ticket, do you have a ticket". I then produced for him my "day pass" Cal train ticket and this employee just looked at the ticket and ignored my request for lawful service from Cal train, as the other here reported Cal train employee had then directly verbally assaulted me and threatened me.

These employees acted in a heinous criminal, vicious racist and discriminatory manner against me yesterday to severely injure me and to threaten state and National security. These clearly identified Cal train employees were acting far outside of all bounds of legal conduct in the United States. Importantly, no legal official, like a supervising officer of the FBI, or United States military personal member, or Sherriff can authorize or instigate, or allow the here reported type of public threats and verbal harassments to be committed by Cal train or public transportation officials. As these types of public threats and racial and injurious abuses, committed against Native Americans and injured persons and victims of crimes, severely erodes state security and the integrity of the United States. These, here reported employees, gave numerous clear behavioral and verbal indications that they were acting in a premeditated and a tactical manner to threaten and assault me and to endanger the lives of my minor children and Native American children in the United States generally. Importantly, I am highly recognized as an outstanding law abiding official and lawful caregiver, and health interventionist for children, and Native American in the United States. I am a victim of heinous criminal race torture while serving as a law-abiding government professional and United States citizen. I am Native American. I am an injured person, I have not money, importantly because I am a victim of horrible criminal fraud, robbery and public corruption, it is illegal to harass and discriminate against victims of crime and injured persons in the United States. I have never committed any felonies, I have never murdered anybody, I have never raped anybody, I have never kidnapped anybody, I have never sold drugs, or participated in, or organized prostitution. It is criminal terrorism, it is a felony to obstruct my rights as an injured victim of crime, and well identified Native American citizen, to use a ramp to board the train. I have a broken neck that I suffered as a victim of criminal race torture. I was recruited to lead and oversee, alongside some of the other identified most intelligent people in the world, critical scientific issues, such as National health and National security, and I was the only, and or, the leading Native American within these prestigious professional groups. The here identified Cal train employee that called me a "smart ass" for no just and no ethical reason, appeared to be of Asian biological identity, and acted in a clearly injurious and threatening manner to me, and committed numerous felony crimes against me and would not let me get on the train which directly injured me. Cal train and the state and federal government needs to press charges on this employee and or fire him for what he did to me to directly threaten my safety and harass and publicly demean me in a hostile criminal manner. There is no way I can be legally suspected of a crime, and there is no legal way I can be suspected of cognitive or psychological illness. I grew up and raised my children under very high degrees of national surveillance, and I have earned numerous prestigious government awards and Native American honors, as an outstanding United States and indigenous Native American citizen. I have been successful at maintaining highly ranked, entirely lawful and ethical sweat lodges at Stanford University and the University of California since I was a minor. I have been very diligent to not do any crimes, even indirectly, including domestic violence, theft, fraud, nothing, I have no criminal history or identity. My law-abiding identity is based in empirical fact that is based in United States law, and my history of lawful service to the United States is integral to the integrity of the United States. I am a recent victim of the criminal child kidnapping of my biological children, so that makes the here reported illegally acting Cal train employee a suspect of this crime, or a suspect as a criminally associated person to in the kidnapping of my minor children. This here reported Cal train employee acted in a criminal manner that was hazardous and is a threat to National security and human integrity, and he committed various forms of illegal criminal assault against me.

Lucio

Lucio Cloud Ramirez

**From:** [Roland Lebrun](#)  
**To:** [Donald Pollitt](#)  
**Cc:** [SFCTA Board Secretary](#); [MTC Info](#); [Board \(@caltrain.com\)](#); [CHSRA Board](#); [SFCTA CAC](#); [cacsecretary \(@caltrain.com\)](#); [Caltrain, Bac \(@caltrain.com\)](#); [TJPA CAC](#)  
**Subject:** Private sector role in Financing, Delivering, Operating and Maintaining PAX, DTX and LINK21  
**Date:** Wednesday, July 28, 2021 3:39:33 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from email you do not know the sender.  
Dear Chair Gee and Board members,

The intent of this email is to substantiate and elaborate on the comments I made at the July 22 TJPA Special Board meeting that the DTX is likely to attract significantly higher private sector interest if the PAX, the DTX and the LINK21 projects were combined into a single project.

## Background

The TJPA issued the following RFI on June 30 2021:

### Industry Sounding No. 02

#### Project Delivery Approach for the Transbay Program

#### Phase 2 – Downtown Rail Extension

*“The purpose of the Industry Sounding is to inform strategy and future decision-making relative to the feasibility of the procurement and delivery of the DTX project under a design-build-finance (DBF) or design-build-finance-maintain (DBFM) model, or both, as alternatively financed options relative to other options for procurement and delivery.”*

<https://tjpa.org/uploads/2021/06/RFI-02-Industry-Sounding.pdf>

## Discussion

While encouraging, there are significant issues with this RFI as currently drafted:

**1) “The TJPA will determine whether an Interested Party meets the minimum qualifications at its sole discretion.”**

The above paragraph conflicts with the statement that *“The DTX project is being developed in collaboration with the following major stakeholders: the Metropolitan Transportation Commission, the San Francisco County Transportation Authority, the Peninsula Corridor Joint Powers Board (Caltrain), the CHSRA, and the City and County of San Francisco.”*

**Recommendation:** Defer determination of qualification to the entire IPMT and report results to the DTX ESC for review/concurrence.

**2) “The DTX project configuration will be in accordance with the Transbay Program Final Supplemental Environmental Impact Statement/Environmental Impact Report**

***(Final SEIS/EIR) dated November 2018”***

- a. ***“Three-track, 1.95-mile rail alignment”***
- b. ***“Ventilation and emergency egress structures along the alignment”***
- c. ***“At-grade maintenance-of-way and **turnback tracks**”***
- d. ***“Railroad operations would be exclusively provided by Caltrain and the CHRSA”***
- e. ***“The assumption is that \$500 million to \$1 billion worth of financing would be sought from the Project Company”***

**Recommendation:** Private sector rail investment (other than a construction loan) typically requires revenues from an operating concession (30 years or more). ROI in a concession is typically achieved through a combination of reduced costs (value engineering) and increased revenues often including value capture:

- a. DTX Costs can be reduced substantially by eliminating the 3<sup>rd</sup> track, the ventilation and exit structures ([https://www.sfcta.org/sites/default/files/2021-03/Public%20Comment%20-%20Item%2010%20-%204%20comments%20REVISED\\_1.pdf](https://www.sfcta.org/sites/default/files/2021-03/Public%20Comment%20-%20Item%2010%20-%204%20comments%20REVISED_1.pdf) page 18), the “tunnel stub” and the turnback track.
- b. Rail concessions often derive their revenues from train track miles and/or passenger counts. In this case, track miles would be doubled if the concession was extended to Cesar Chavez and passenger counts would increase 5X if the LINK21 tunnel was included in the concession.
- c. There are multiple opportunities for significant value capture between Brisbane and Emeryville, including the existing railyard block between 6<sup>th</sup> & 7<sup>th</sup> Streets (elimination of 7<sup>th</sup> to Townsend curve), Treasure Island land reclamation/remediation (LINK21 tunnel spoils) and the Brisbane integrated station (joint development).

I hope that you find this information useful and that you will consider directing staff to include some of the above in the forthcoming Industry Forum discussions.

Sincerely,

Roland Lebrun

CC

SFCTA Commissioners  
MTC Commissioners  
Caltrain Board of Directors  
CHSRA Board of Directors

SFCTA CAC  
Caltrain CAC  
Caltrain BAC  
TJPA CAC

**From:** [Tim OBrien](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Huntington ave -San Bruno  
**Date:** Wednesday, July 28, 2021 6:02:28 PM

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To whom it may concern

I am following up regarding Huntington ave in San Bruno between Sylvan ave and San Felipe. As you know there is overgrown vegetation and a lot of garbage. I am wondering when this area will be attended to?

Thank you

Best regards

Tim OBrien

Sent from my iPhone