



JPB Board of Directors
Meeting of October 7, 2021

Correspondence as of September 24, 2021

Subject

- 1 Measure RR Victory Party on Sunday 9/26
- 2 Caltrain Noise Emission San Francisco
- 3 Sustainable Infrastructure
- 4 AB361

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, September 20, 2021 4:44 PM
To: Council Member Marie Blankley; rich.constantine@morganhill.ca.gov; Sam Liccardo
Cc: cityclerk@cityofgilroy.org; Board (@caltrain.com); Baltao, Elaine
[board.secretary@vta.org]; cacsecretary [@caltrain.com]; MTC Info; City Clerk
Subject: Re: Measure RR victory party on Sunday 9/26

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Dear Mayors Blankley, Constantine and Liccardo,

Please consider reaching out to the Caltrain Board and enquire as to the reasoning behind the exclusion of 3/4 of a million of Santa Clara County taxpayers who live south of Diridon station, specifically why this train is currently scheduled to originate from Diridon station instead of the Gilroy transit center.

Measure RR victory party on Sunday 9/26

*Come celebrate September Transit Month and join the Measure RR victory that allowed Caltrain to keep running! On Sunday, September 26, people will gather at stations for celebration and selfies, **starting with the train leaving San Jose***

Diridon at 12:12pm, and continuing to 4th and King by 1:52. [Click here to RSVP](#) for mini-parties outdoors at the station platforms and an afterparty in San Francisco. If you would like to volunteer to help organize a party stop near you, please send us an email at friends@friendsofcaltrain.com

Thank you for your support!!!

Roland Lebrun

PS. A return trip back to Gilroy would be much appreciated 🖐

CC

Caltrain Board
MTC Commissioners
VTA Board
VTA PAC
VTA CAC
Caltrain CAC

From: Alina Arzamassky <alina.arzamassky@gmail.com>
Sent: Monday, September 20, 2021 10:13 PM
To: Public Comment
Cc: Arzamasskaia, Alina; alina@caltech.edu
Subject: Caltrain noise emission San Francisco

You don't often get email from alina.arzamassky@gmail.com. [Learn why this is important](#)

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Hi,

I am writing to complain about the noises coming from the CalTrain station in San Francisco on King street. My apartment is facing the station and the noise has become unbearable recently after Caltrain announced they are increasing the number of trains.

I have a serious problem with low frequencies in my bedroom that make me sleep really poorly. The room faces a Caltrain terminal where diesel locomotives sit idling every day between 4 am and 1 am, leaving only about THREE HOURS of quiet time.

I have a physics degree, so I was able to make some calculations and measurements to figure out the spectrum analysis of the noise. There is a peak at 90Hz and smaller peaks at 120Hz and 180Hz and the loudness reaches -60dB inside of the apartment with closed windows. This is made significantly worse when there are two or more trains idling because their noises resonate and combine to make what are known as "beats", where every few seconds the noise gets louder and quieter and louder and quieter, a sound that will drive anyone nuts!

I would like to emphasize that this is low-frequency noise, which, according to several pieces of research, causes serious problems with health. The adverse effects of low-frequency noise include sleep disorders, discomfort, irritability, hearing loss, and cardiovascular diseases.

I believe that the main reason for this problem is the poor scheduling of trains, and I have several complaints and questions:

1) From my own experience, the experience of my friends, and just from Twitter it's easy to see that the early and late trains are nearly empty. Often there is only one person per railway carriage. Is it really necessary to have more than one train idling at these early and late hours? At 4 am there are routinely FOUR OR FIVE trains at the station, idling and waking the whole neighborhood up! These trains service maybe a dozen people, while hundreds of people living near the station can't sleep!

Proof link:

<https://twitter.com/relajoie/status/1437309873973182465?s=20>

2) I'm aware that noise issues aren't new, and that Caltrain has failed to resolve previous complaints, issuing general statements such as:

"The main reason [for the noise] is that each engine must go through a number of tests prior to being placed into service and these tests must start between 45 minutes to an hour prior to service."

Does Caltrain not have a dedicated train depot where they can run these tests? Can Caltrain not figure out a way to ensure that no more than two train engines go through testing at the same time? Why at 4 am and at 9 pm, when the trains are running nearly empty, are there four or five trains regularly idling?

This poor scheduling causes terrible resonances and wakes up all the people living nearby!

3) I talked to my neighbors and we all are very disappointed with the delay of the electrification. However, even without the electrification, the previous schedule was manageable to live with, but this new one has made our quality of life much worse. Is CalTrain ready to collaborate with citizens and consider the top priority people's needs (e.g. sleep) in their operations?

I would ask you to investigate the schedule for idle trains and change it as soon as possible to keep people living around in good physical and mental shape.

Thank you!

Alina

From: McKinsey Global Operations Practice
<McKinsey_Global_Operations_Practice@McKinsey.com>
Sent: Friday, September 24, 2021 12:52 AM
To: Board (@caltrain.com)
Subject: New Insights on meeting the sustainable infrastructure challenge

You don't often get email from mckinsey_global_operations_practice@mckinsey.com. [Learn why this is important](#)

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McKinsey
& Company

Capital Excellence Insights - The Time is Now

Dear Jeannie,

We have just launched our [new issue of *Voices on Infrastructure*](#) on **meeting the sustainable infrastructure challenge**.

At the 2021 GII Summit in April, it was evident that sustainability—decarbonization, the energy transition, social equity, and climate resilience—has moved to the top of the CEO agenda. Solving these challenging issues will require bold commitments, matched by action and collaboration across the value chain. Those organizations that step up their game now will be better prepared to confront future challenges and contribute to building a more sustainable and resilient world. This edition of *Voices* shares perspectives on how to get started.

[Read the full Issue](#)

I hope that these topics will stimulate leaders to engage on chartering a path to sustainable infrastructure.

Please [reach out to us](#) if you have any questions.

Best regards,

Tony Hansen

Director of the Global Infrastructure Initiative

Voices is the monthly publication of McKinsey's Global Infrastructure Initiative. To ensure you receive future issues, opt in: [I want to receive Voices](#)
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From: Roland Lebrun <ccss@msn.com>
Sent: Friday, September 24, 2021 2:25 PM
To: Board (@caltrain.com)
Cc: Caltrain, Bac (@caltrain.com); cacsecretary [@caltrain.com]
Subject: AB361

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Dear Caltrain Board,

Please consider following the Santa Clara County Valley Transportation Authority's lead and agendaize an action item to adopt a Resolution authorizing the Caltrain Joint Powers Board of Directors and all standing, advisory, policy, oversight, steering, and inter-agency committees and subcommittees of the Board to continue to meet by remote teleconference, subject to the requirements of Assembly Bill 361 (Rivas). <http://santaclaravta.ig2.com/Citizens/FileOpen.aspx?Type=6&ID=1907>

Thank you in advance for your consideration.

Roland Lebrun