



JPB Board of Directors
Meeting of September 3, 2020

Correspondence as of August 14, 2020

Subject

- 1 BATWG Newsletter - August 2020
- 2 CHSRA 8-13 Board meeting Public comment

From: Bay Area Transportation Working Group <cautn1=aol.com@vrmailer3.com>
Sent: Wednesday, August 12, 2020 10:27 PM
To: Board (@caltrain.com)
Subject: BATWG Newsletter - August 2020



Bay Area Transportation Working Group (BATWG)

BATWG is a 501 c3 Non-Profit Corporation organized by a group of experienced transportation professionals and activists in 2012. Mostly volunteers, we are dedicated to working with like-minded groups to improve the reliability and appeal of the Bay Area's passenger rail and bus systems and to significantly ease regional traffic congestion. To learn more about BATWG, please go to www.batwgblog.com.

BATWG meetings normally occur on the third Thursday of the month from 10 a.m. to noon. To receive an Agenda please send a note to BATWGNewsletter@gmail.com. Dues are \$40 a year, with discounts for seniors and students. To pay dues or otherwise contribute, go to the BATWG website www.batwgblog.com and click on the donate button, or mail a check to BATWG, P.O. Box 590 888, San Francisco, CA 94159.

BATWG Newsletter

Issue No. 27, August 11, 2020

San Francisco Support for DIX August 12, 2020

Getting Caltrain extended to the new Sales Force Transit Center has long been recognized as one of the most important projects in the Region. In fact it was approved overwhelmingly by 69.3% of San Francisco's voters way back in 1999. Since then, despite being held up for six years by the Lee Administration, City Planning Department and SFCTA, much has been accomplished. The project is now environmentally cleared and ready to head into engineering design.



At MTC's July 22nd meeting the DTX project was threatened by a weak but aggressively promoted effort to build what could best be described as the "mostly single track, Toonerville Trolley to Tracy" line.

But things are looking up!

In response to this threat San Francisco and the other West Bay Counties came out in force in support of advancing DTX to Period 1 (in line for early funding). Weighing in on behalf of DTX were Speaker of the House of Representatives Nancy Pelosi, SF Mayor London Breed, State Senator Scott Wiener, Assemblyman David Chiu, Supervisor Aaron Peskin and other members of the SF Board of Supervisors, the SF County Transportation Authority, the Transbay Joint Powers Board, SaveMuni, SF Transit Riders (SFTR), SPUR, Seemless Transit and many other San Francisco-based groups and individuals.

Speaker Pelosi Makes the Case!

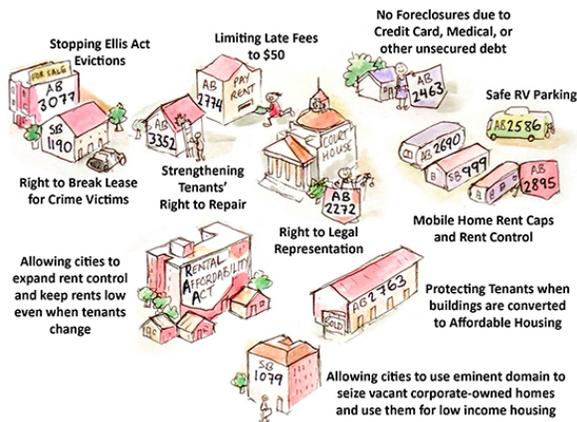
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Sacramento's Housing Juggernaut

August 12, 2020

Livable California is a Statewide group that has sprung up to counter a State Senate juggernaut intent upon jamming in high density housing virtually everywhere in total disregard of what neighborhoods want, affected towns and cities want and affected counties want. Thanks to a significant degree on the hard work and organizing of Livable California, last year's SB50 went down to a well deserved defeat, in large part because of the State's one-size-fits-all, meat ax approach to a problem that should be addressed with discretion and flexibility, taking varying locations, densities and neighborhood conditions into account.

2020 California Housing Legislation **Relief**

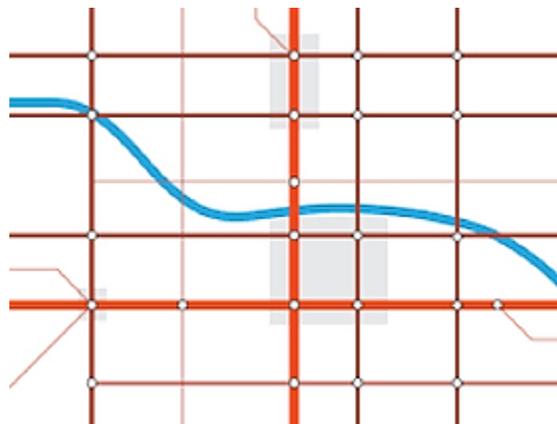


The ever-active State Senator Scott Wiener has now, Phoenix-like, re-assembled the tenants of his defeated bill, as embodied in at least nine separate replacement measures, each taking its own bite of the apple. These replacements are not well coordinated. They feature overlapping and sometimes contradictory standards and varying ways of handling such critically important terms as "CEQA exempt," "transit-oriented," "percent affordable housing," "density bonuses," and "Opportunity Area."

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Muni's Continuing Downward Spiral

August 12, 2020



Bus Changes: Unlike the transit systems of many American cities that barely survive (AC Transit for instance), Muni has always been popular and successful. In the 1970's and 1980's its success was generally attributed to its comprehensiveness. Thanks to Muni's well established grid system, it was possible. In those days to travel from anywhere to anywhere else in the city by transit, over a reasonably direct path, using lines with good service levels to keep transfer time down, and not having to transfer more than once. Back then, if you didn't have a car it was still easy to get around. But now comprehensiveness seems to have fallen out of favor.

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Cause: Dysfunctional Public Institutions

Effect: Regional Transportation in Shambles

August 12, 2020



For the last 8 years BATWG volunteers have worked to improve Bay Area transportation. In the process we've come to realize that in the Nine County Greater Bay Area, many of the region's jurisdictions and large public agencies are failing to deliver effective transportation solutions and that without significant governmental change there is little chance of their doing so in the future.

Here are a few examples of how and where things have gone awry:

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From: Roland Lebrun
To: CHSRA Board
Cc: Board (@caltrain.com); MTC Info; SFCTA Board Secretary; VTA Board Secretary; Nila Gonzales; cacssecretary (@caltrain.com); TJPA CAC; SFCTA CAC
Subject: CHSRA 8/13 Board meeting Public comment
Date: Thursday, August 13, 2020 2:04:41 PM

Good morning Vice chair Richards and board members,

This is Roland Lebrun in San Jose. Thank you for the opportunity. I would like to touch on a couple of items this morning:

First, I would like to inform you that a requirement for members of the public to pre-register to address this body constitutes a violation of Government code section 54953.3.
https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54953.3.

[Law section - California Legislative Information](#)

54953.3. A member of the public shall not be required, as a condition to attendance at a meeting of a legislative body of a local agency, to register his or her name, to provide other information, to complete a questionnaire, or otherwise to fulfill any condition precedent to his or her attendance.

leginfo.ca.gov

The second item is more serious and relates to the July 1st 2019 letter from the FRA to Governor Newsom which granted NEPA assignment to the Authority, specifically section 4 which deals with "certifications and acceptance of jurisdictions" and in particular section 4.2.3 which concludes with the following:

"If the State is unable to obtain adequate organizational and staff capability, the State will inform FRA and the MOU will be amended to assign only the responsibilities that are commensurate with the available organizational and staff capability, as determined appropriate by FRA"

<https://railroads.dot.gov/elibrary/assignment-nepa-certain-environmental-review-responsibilities-state-california>

[Assignment of NEPA Certain Environmental Review Responsibilities to the State of California - | FRA](#)

DOT is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability.

railroads.dot.gov

In closing, here are a couple of examples of why this is a serious issue:

First, Network Rail have no high-speed rail expertise whatsoever other than the operations and maintenance contract for the Channel Tunnel Rail Link, now known as High Speed One (HS1) which, coincidentally, was designed, built and FINANCED by the same Bechtel/Arup/Systra consortium that the authority rejected at the June 2015 Board meeting (**material no longer available on the Authority's web site**) in favor of Parsons Brinckerhoff.

You will be hearing more next month about emerging issues with Network Rail's oversight of the Caltrain electrification and signaling issues at grade crossings in particular.

Last but not least, I once asked the gentleman who will be giving the Central Valley Wye presentation if he had any high-speed rail experience and his answer was "Yes, *this one*" which I knew to be the correct answer because I had invested a couple of minutes looking up Mr. Kennerley's bio on LinkedIn before asking the question.

<https://www.linkedin.com/in/gary-kennerley-8ab30128>

[Gary Kennerley - Engineering Manager - WSP USA | LinkedIn](#)

Director jobs in San Mateo, CA. 45,959 open jobs. Software Engineering Manager jobs. 2,126 open jobs. San Francisco jobs in San Mateo, CA. 21,487 open jobs

www.linkedin.com

Thank You

Roland Lebrun

CC
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