



JPB Board of Directors
Meeting of September 3, 2020

Correspondence as of August 25, 2020

Subject

1 Atherton Station Closure

From: [Nerissa Dexter](mailto:Nerissa.Dexter@caltrain.com)
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com); caltrainboard@samtrans.com; changes@caltrain.com; boardsecretary@caltrain.com
Cc: ngdexter@comcast.net; [Nerissa Dexter](mailto:Nerissa.Dexter@caltrain.com)
Subject: ATHERTON STATION CLOSURE SUPPORT: JPB Correspondence
Date: Monday, August 24, 2020 5:01:11 PM
Importance: High

CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Peninsula Corridor Joint Powers Board, Honorable Chair and Board of Directors:

We support Caltrain's proposal to close their Station in Atherton for the following reasons.

It would be irresponsible to spend an estimated \$30 Million dollars, plus – which is necessary to upgrade this little-used station for electrification (to eliminate the "Hold-Out-Rule") -- given the severe constraint of having only 33 parking spaces to accommodate passengers. (Note: 33 is Caltrain's official number, as reported to the MTC.) Keeping this station open would result in a squandering of Caltrain's limited financial resources and, ultimately, taxpayers' money.

It would be significantly more beneficial to our transportation system, to invest this \$30 Million+, and the savings from operating expenses, to improve nearby, viable, commuter stations, like Menlo Park & Redwood City, which could have the critical mass of service-frequency and express-train-availability -- sufficient to attract 300-500 additional passengers to Caltrain.

But, providing the desirable level of service-frequency will be compromised if station stops are taken away from Menlo Park / Redwood City, in order to create the stops necessary to re-introduce week-day service to Atherton Station (after 15 years).

I encourage Caltrain to close Atherton Station as soon as feasible, because it is a public safety hazard: anyone, at anytime, can wander onto the middle of the tracks from grade-level pathways, over the southbound track, which were paved to provide boarding access to trains on the northbound track which are stopped at this antiquated Station.

Since there are ZERO dollars budgeted through 2027 in Caltrain's 10 Year Capital Improvement Plan (as officially recorded with the MTC), the Atherton Station will have to close anyway, in order NOT to undermine Electrification's commitment to increased throughput.

Let's invest taxpayer money in creating a better rail service for the entire community, a better service in which people could realistically be able to choose the train over the car far more often than now. Atherton residents can easily use nearby Menlo Park and Redwood City Stations. (Indeed, in parts of Atherton, the Menlo Park Station is physically closer than the Atherton Station.)

Thank you,
Neil and Nerissa Dexter, Atherton, CA, 08/2020

