



JPB Board of Directors
Meeting of January 9, 2020

Correspondence as of December 13, 2019

Subject

- 1 Accessibility Complaint
- 2 Emotional Support Animals on Trains
- 3 Request for Financial Information
- 4 Transit Oriented Development

From: [Dubost, Tina](#)
To: ["jeff_kurn@prodigy.net"](mailto:jeff_kurn@prodigy.net)
Cc: [Board \(@caltrain.com\)](#)
Subject: RE: Accessibility Complaint ... Nobody is listening
Date: Thursday, December 12, 2019 4:13:10 PM
Attachments: [image001.png](#)

Hi Jeff:

Thanks for taking the time to talk to me.

I will follow up and get back to you.

Again, I'm sorry for the bad experience and that it took so long for an initial response.

Tina

From: Dubost, Tina
Sent: Thursday, December 12, 2019 2:38 PM
To: 'jeff_kurn@prodigy.net'
Subject: RE: Accessibility Complaint ... Nobody is listening

Hi Jeff:

I'm so sorry to hear about your accessibility complaint and that it has taken us so long to get back to you.

May I please have your telephone number, so that I can talk to you to get some additional information?

Thank you

Tina

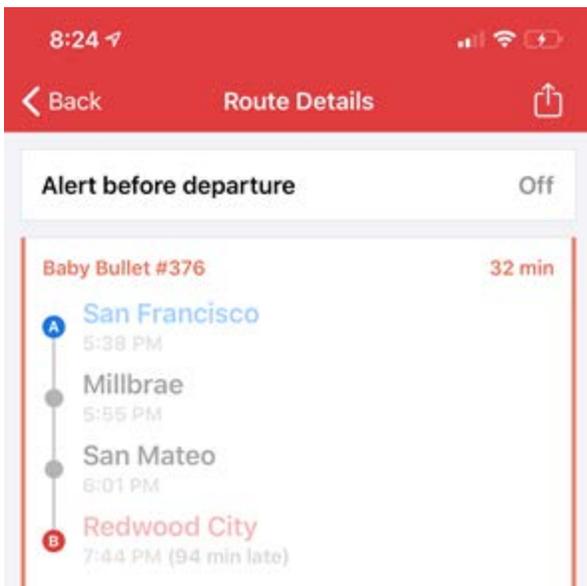
From: jeff_kurn@prodigy.net [mailto:jeff_kurn@prodigy.net]
Sent: Wednesday, December 11, 2019 7:49 PM
To: Dubost, Tina
Cc: Board (@caltrain.com)
Subject: Accessibility Complaint ... Nobody is listening

Hi Tina,

I saw your name on the Caltrain web site. This is my third time reaching out with zero response. Will stop here.

Last week I was on a bullet train from San Francisco to Redwood City. We were an hour and a half late – which happens – but what didn't happen was the issue.

1. We sat in some places for 30+ minutes for some reason. Ok, that happens.
2. Our bullet train at some point changed to a local train. OK, that happens
3. From the time we left the station until the time we got to Redwood City there was not a single announcement at all – about the delay, about changing to a local train or any announcement of upcoming stops. Not one announcement the entire time. That shouldn't happen.



Here's the issue

1. It was very dark out by the time we started to move
2. I have issues seeing things in the dark (accessibility!)
3. I could barely read, if at all, the station signs (had to ask)
4. I had no idea (again, no announcements) where we were, that we were adding extra stops so I would normally know where to get off, etc.
5. Nobody was apprised of what was happening and causing the delay.

What did I do?

1. I sent a long note to your twitter account on the train. Got no response.
2. I mentioned it to a conductor the next morning. He said that at least five other people had complained to him about what happened. He was very apologetic. He suggested calling your office.
3. I called the office and asked for the head of accessibility. The name was something like David Sanlor (may be far off from that). Left him a message detailing my concern and contact information. No response. Called again a few days later. No response.

Common courtesy, if not meeting the needs of those that have trouble with vision, would have dictated announcements somewhere during over two hours that it took to reach my station. Common courtesy would have meant that somebody would have responded to me.

Honestly this felt like earlier this year when the I bought a monthly parking ticket (\$84?) from one of the machines in Redwood City. No ticket came out. I immediately bought a second one. About 10 phone calls, emails, letters later I gave up trying to get a refund. I got serious pass the buck between Caltrain, Clipper Card and who knows who else. Even got a long typewritten letter saying they weren't responsible - pointing me back to where I started! Nobody would take responsibility even though I filed the claim as requested, I sent pictures as requested, etc. I gave up. Not worth it though this so should have been a very simple resolution. Nobody would take responsibility. Sound familiar?

Anyway, sorry for the ranting. Somebody needs to exhibit some common courtesy and take responsibility.

From: pegerita Keep
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Emotional support animals
Date: Wednesday, December 11, 2019 8:31:59 AM

In reference to the email from this picture.

From: [Rios, Rona](#)
To: irodhard@yahoo.com
Cc: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Pets on Trains Complaint
Date: Thursday, December 5, 2019 2:25:07 PM

I wanted to say that I am a person that needs an emotional support animal. My doctors have prescribed that I need one for any place I go. Thank you for letting my dog come aboard. I understand that some people have problems with dogs and they certainly shouldn't be around them. I am very careful with my dog when it comes to other people passing by. I watch their eyes and body movements and will avoid them so that they feel safe. I think others should do this as well. As far as allergies are concerned, I would think that the trains had all kinds germs and air full of allergens and not only pet dander. I don't think that dog dander is 100% of the problem for people's allergies, for the most part anyway. My dog would not produce any allergens to speak of as he is hypoallergenic.

I just want you to know that there are responsible ESA owners and we are aware of other people not liking dogs.

Thank you for letting us come aboard.

Peggy Keep

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Thanks, I hope you have a splendid day. Peggy

From: Roland Lebrun
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Steve Stamos, Clerk of the Board](mailto:Steve.Stamos.Clerk.of.the.Board@caltrain.com); [VTA Board Secretary](mailto:VTA.Board.Secretary@caltrain.com); [MTC Commission](mailto:MTC.Commission@caltrain.com); [MTC-ABAG](mailto:MTC-ABAG@caltrain.com); [SFCTA CAC](mailto:SFCTA.CAC@caltrain.com); [cacsecretary](mailto:cacsecretary@caltrain.com)
Subject: Request for information
Date: Monday, December 09, 2019 11:50:31 AM
Attachments: [FY18-19 Capital Program.pdf](#)

Dear Chair Gillett,

Pursuant to Government Code §6250 et seq, please refer to page 9 (attached) of the FY18-19 Caltrain CAFR (http://www.caltrain.com/Assets/_Finance/CAFR/JPB+CAFR+2019.pdf) and provide the following information pertaining to the sentence that reads: "*In addition, \$20,768,000 of the proceeds were used for a building acquisition*":

- 1) Title deeds
- 2) Transfer deeds
- 3) Name(s) and position(s) of SamTrans employee(s) involved in the transaction

Thank you in advance for your prompt attention to this matter.

Sincerely,

Roland Lebrun

cc

SFCTA Commissioners
VTA Board of Directors
MTC Commissioners
SFCTA CAC
Caltrain CAC
Caltrain BPAC

PENINSULA CORRIDOR JOINT POWERS BOARD

MANAGEMENT'S DISCUSSION & ANALYSIS

JUNE 30, 2019 AND 2018

Capital Program

The JPB incurred capital expenses of \$420.0 million and recognized related revenue in the form of capital contributions of \$405.2 million in fiscal year 2019, which is an \$83.9 million or 26.1% increase in capital contributions in fiscal year 2019 over fiscal year 2018. The fiscal year 2019 capital sources consisted of federal grants (\$153.0 million or 36.4%), state grants (\$183.9 million or 43.8%), local assistance including the three member agencies (\$68.3 million or 16.3%) and debt refinancing (\$1.1 million or 0.3%).

The JPB incurred capital expenses of \$322.4 million and recognized related revenue in the form of capital contributions of \$321.3 million in fiscal year 2018, which is a \$74.5 million or 30.2% increase in capital contributions in fiscal year 2018 over fiscal year 2017. The JPB's capital contributions are comprised of federal grants, state grants and local assistance including member agencies which are on a reimbursement basis and therefore tied to the related capital expenses. The reason for the increase in both fiscal year 2019 and 2018 is due to more activities on right of way improvement projects.

Following is a summary of the JPB's major capital expenses for fiscal year 2019:

- Caltrain modernization program (\$306.3 million).
- Grade Separation and Grade Crossing (\$59.7 million).
- System-wide track improvement (\$16.6 million).
- Station improvements and repairs (\$15.0 million).
- Facility improvements and repairs (\$10.8 million).
- Other - safety, planning and development, and other miscellaneous (\$3.6 million).

Additional information about the JPB's capital activities appear in Note #6 – Capital Assets in the Notes to the Financial Statements.

Debt

At the end of fiscal year 2019, the JPB had \$55.4 million in outstanding farebox revenue bonds, \$20.9 million more than the bonds outstanding at the end of fiscal year 2018. During fiscal year 2008, the JPB issued \$23.1 million of farebox revenue bonds (2007 Series A Farebox Revenue Bonds) to finance the purchase of eight new passenger railcars and refinance the outstanding balance of the JPB's 1999 Series A Farebox Revenue Bonds. Principal payments are not scheduled to begin on the 2007 Series A Farebox Revenue Bonds until October 1, 2018. On January 14, 2015, the JPB issued an additional series of Farebox Revenue Bonds (2015 Series A Farebox Revenue Bonds) to finance a portion of the costs of the acquisition and rehabilitation of sixteen passenger rail cars and related capital improvements. Principal payments are not scheduled to begin on the 2015 Series A Farebox Revenue Bonds until October 1, 2019. In February, 2019, the JPB issued \$56,218,000 in 2019 Series A Farebox Revenue Bonds; this issuance used \$24,087,000 of the proceeds to fully pay and legally defease the 2007 Series A Bonds and \$11,363,000 used to fully payoff the 2015 Series A Revenue Bonds. In addition, \$20,768,000 of the proceeds were used for a building acquisition. Principal on the 20019 Series A Bonds is payable on October 1, 2021 and annually thereafter on October 1 of each year through 2049. More information regarding the JPB's long-term debt activity can be found in Note 9 – Farebox Revenue Bonds Payable in the notes to the financial statements.

From: David Crabbe
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Caltrain Site Development Policy - Dec. 19 Caltrain Board meeting
Date: Wednesday, December 11, 2019 11:29:59 AM

To: board@caltrain.com

Dear Caltrain Board of Directors,

I support a system-wide Transit-Oriented Development Policy that includes a 20% requirement for affordable homes on Caltrain land when such land is considered for development.

This type of development policy has been approved by all the major transit agencies in the area including BART, VTA and SF Muni. It's time the San Mateo County Transit District caught up with the other transit districts in the region.

Please adopt a site development policy that prioritizes affordable housing.

Sincerely:

David Crabbe
San Carlos, CA.

From: Sam Holman
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: leora@hlcsmc.org; khodayamamoto@greenbelt.org
Subject: I support a TOD Policy that prioritizes affordable homes
Date: Wednesday, December 11, 2019 3:53:17 PM

Dear Caltrain Board of Directors,

My name is Sam Holman and I am a resident of San Francisco,

I support a system-wide Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that outlines a 20% requirement for affordable homes.

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

Caltrain has an incredible opportunity to create compact, walkable, affordable communities that can help sustain Caltrain's service for the years to come.

In addition to helping address our region's housing affordability challenges, new homes near Caltrain stations hold economic benefits for both Caltrain and the cities it serves, spurring economic growth and supporting local commercial development in nearby neighborhoods. New homes will help support long-term transit ridership as residents are five times more likely to use transit if they are able to live within a half mile of a major transit stop. Affordable homes can especially benefit Caltrain, as low-income residents are four times as likely to ride transit as their wealthier counterparts.

To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community!

Sincerely,

Sam Holman
500 Washington St. Suite 250
San Francisco, CA 94111

To: board@caltrain.com
Cc: kcamacho@hlcsmc.org, khodayamamoto@greenbelt.org
Subject line: I support a TOD Policy that prioritizes affordable homes

Dear Caltrain Board of Directors,

My name is Suzanne Moore, a homeowner of Pacifica, a retired Nurse Practitioner from San Mateo County where I witnessed the impact of the housing crisis on the health of my clients. Since retirement, I have volunteered as an advocate for affordable housing, and I currently serve as a Board Member for the County's Healthcare for the Homeless and Farmworkers Program - it is these experiences that have allowed me to see the impact of the housing crisis not only on individuals, but on families and our communities as a whole.

Economic diversity is needed to make a community resilient. Without affordable housing, a community cannot thrive - people sacrifice their health needs to pay higher rents, families separate to find alternative housing due to high rent increases, and communities struggle to find workers in retail, childcare, healthcare. That is why affordable housing is imperative.

Caltrain has an incredible opportunity to create compact, walkable, affordable communities that can help sustain Caltrain's service for the years to come. What a deal: help the community AND increase your ridership. To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% (or more) of new homes developed on land controlled by the agency are affordable to low-income residents. In addition, consider maintaining those units at affordable levels to assure future diversity.

I SUPPORT A TOD POLICY THAT PRIORITIZES AFFORDABLE HOUSING AND A RESILIENT COMMUNITY! Please help.

Sincerely,

Suzanne Moore
11 Milagra Court
Pacifica CA 94044

From: Stasha Powell
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Karen Camacho; khondayamamoto@greenbelt.org](mailto:Karen_Camacho_khondayamamoto@greenbelt.org)
Subject: I support a TOD Policy that prioritizes affordable homes
Date: Thursday, December 12, 2019 11:34:57 PM

Dear Caltrain Board of Directors,

My name is Stasha Powell and I am a resident of Redwood City!

I support a system-wide Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that outlines a 20% requirement for affordable homes.

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

Caltrain has an incredible opportunity to create compact, walkable, affordable communities that can help sustain Caltrain's service for the years to come.

In addition to helping address our region's housing affordability challenges, new homes near Caltrain stations hold economic benefits for both Caltrain and the cities it serves, spurring economic growth and supporting local commercial development in nearby neighborhoods. New homes will help support long-term transit ridership as residents are five times more likely to use transit if they are able to live within a half mile of a major transit stop. Affordable homes can especially benefit Caltrain, as low-income residents are four times as likely to ride transit as their wealthier counterparts.

To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community!

Sincerely,
Stasha Powell
P.O. Box 13
Redwood City, CA 94064

From: Bobbie Saunders
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: kcamacho@hlcsmc.org; khodayamamoto@greenbelt.org
Subject: I support a TOD Policy that prioritizes affordable homes
Date: Wednesday, December 11, 2019 7:09:08 PM

Dear Caltrain Board of Directors,

My name is Bobbie Saunders and I'm a resident of Menlo Park.

I support a system-wide Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that outlines a 20% requirement for affordable homes.

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

Caltrain has an incredible opportunity to create compact, walkable, affordable communities that can help sustain Caltrain's service for the years to come. **There are many here in the Menlo area who are just like me, 80 years old, and having to continue to work to supplement our Social Security living in apartments that have been hit with such high rents. At this age it's hard to think about moving out of the area (or state) leaving our church, friends and the surroundings we've come to know so well. We desperately need walkable, affordable communities and having Caltrain within walking distance is a MUST.**

In addition to helping address our region's housing affordability challenges, new homes near Caltrain stations hold economic benefits for both Caltrain and the cities it serves, spurring economic growth and supporting local commercial development in nearby neighborhoods. New homes will help support long-term transit ridership as residents are five times more likely to use transit if they are able to live within a half mile of a major transit stop. Affordable homes can especially benefit Caltrain, as low-income residents are four times as likely to ride transit as their wealthier counterparts.

To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community!

Sincerely,

Bobbie Saunders, CMQP
1670 El Camino Real, #108
Menlo Park, CA 94025

(650) 490-0864 - Cell
(650) 327-9983 – Home

bobbiesaunder@comcast.net



From: Julie Shanson
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: [Karen Camacho](mailto:Karen_Camacho@greenbelt.org); khodayamamoto@greenbelt.org; info@friendsofcaltrain.org
Subject: I support a TOD Policy that prioritizes affordable homes
Date: Friday, December 13, 2019 2:21:21 PM

Dear Caltrain Board of Directors,

My name is Julie Shanson and I am a resident of Menlo Park.

I support a system-wide Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that outlines a 20% requirement for affordable homes.

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than our housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

Caltrain has an incredible opportunity to create compact, walkable, affordable communities that can help sustain rail service for years to come.

In addition to helping address our region's housing affordability challenges, new homes near Caltrain stations hold economic benefits for both Caltrain and the cities it serves, spurring economic growth and supporting local commercial development in nearby neighborhoods.

New homes will help support long-term transit ridership as residents are five times more likely to use transit if they are able to live within a half mile of a major transit stop.

Affordable homes can especially benefit Caltrain, as low-income residents are four times as likely to ride transit as their wealthier counterparts.

To address our region's affordability challenges, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are made available and possible residences for the members of our community who cannot afford to pay market rates.

Please consider a TOD policy that is specifically tailored to meet the needs of our time and place.

Sincerely,

Julie Shanson

309 Oak Court
Menlo Park, CA 94025

From: Erica Stanojevic
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: leora@hlscsmc.org; khodayamamoto@greenbelt.org
Subject: Affordable housing
Date: Thursday, December 12, 2019 6:11:23 AM

Dear Caltrain Board of Directors,

My name is Erica Stanojevic and I am from Milpitas, where my parents still live, and I am currently living in Santa Cruz.

I support a system-wide Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that outlines a 20% requirement for affordable homes.

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community!

Sincerely,
Thank you,
Erica Stanojevic

From: Karen Tkach Tuzman
To: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Cc: leora@hlcsmc.org
Subject: Support for affordable housing on Caltrain land in San Carlos
Date: Tuesday, December 10, 2019 8:02:37 PM

Dear Caltrain Board of Directors,

My name is Karen Tuzman and I am a resident of San Carlos.

I support a system-wide Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that outlines a 20% requirement for affordable homes.

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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In addition to helping address our region's housing affordability challenges, new homes near Caltrain stations hold economic benefits for both Caltrain and the cities it serves, spurring economic growth and supporting local commercial development in nearby neighborhoods. New homes will help support long-term transit ridership as residents are five times more likely to use transit if they are able to live within a half mile of a major transit stop. Affordable homes can especially benefit Caltrain, as low-income residents are four times as likely to ride transit as their wealthier counterparts.

To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community!

Sincerely,

Karen Tkach Tuzman
770 Chestnut St. Apt. 4

San Carlos, CA 94070

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If you're not part of the solution, you're part of the precipitate.