



JPB Board of Directors
Meeting of March 4, 2021

Correspondence as of February 12, 2021

Subject

- 1 Update on Sequoia station
- 2 Auzerais and Virginia Grade Crossings
- 3 Guadalupe Bridge Replacement Project
- 4 WebEx Public Participation at TJPA CAC Meetings
- 5 Bay Area Rapid Transit (BART) Presentation
- 6 Caltrain Noise Improvements Follow Up
- 7 University Ave Beige Pole Color

From: [Roland Lebrun](#)
To: [GRP-City Council](#)
Cc: [Board \(@caltrain.com\)](#); [CHSRA Board](#); [MTC Info](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Item 7.a Update on Sequoia station
Date: Sunday, February 7, 2021 11:49:24 PM
Attachments: [Item 7.a Update on Sequoia station.pdf](#)
[Ebbsfleet and Redwood Junction.pdf](#)

Dear Mayor Howard and Council,

The attached letter substantiates and elaborates on the comments I made at the January 13th Council meeting and closes off with a couple of alternatives not currently being considered by staff and consultants including a solution that could reduce Caltrain traffic through downtown Redwood City by a third of pre-COVID levels at full buildout.

I am also attaching last year's presentation for the new Council members.

Sincerely,

Roland Lebrun

CC

Caltrain Board

CHSRA Board of Directors

MTC Commissioners

Caltrain CAC

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Dear Mayor Howard and Council,

Thank you for the opportunity to substantiate and elaborate on the comments I made during the January 13th Council meeting and close off with a couple of alternatives not currently being considered by staff and consultants.

- 1) The expectation that grade separations will somehow eliminate train horn noise in downtown Redwood City is incorrect: **every train going through a station must sound its horn** to warn passengers on the platforms, regardless of whether the train will stop at the station or whether there are any passengers on the platforms at the time of the pass.
- 2) It is impossible to operate a train at 110 MPH on a track immediately adjacent to a platform, hence **the design proposed by the consultants will eliminate one of the benefits of grade separations which is to allow trains to operate at speeds in excess of 125 MPH.**
- 3) **The High Speed Rail Authority has long contemplated a mid-Peninsula stop** which would require a minimum of 4 tracks and two 1,400-foot-long outboard platforms which cannot possibly be accommodated in downtown Redwood City.
- 4) While a Dumbarton Rail connection in downtown RWC may work for southbound passengers headed for the East Bay and vice versa, **it is unreasonable to expect northbound passengers headed for Facebook or the East Bay to travel all the way north to downtown RWC and somehow make a transfer to a southbound train headed for the East Bay.**

Alternatives not being considered

Please consider asking staff why trains that do not stop in downtown Redwood City should be passing through downtown at all, let alone on an elevated structure(!)

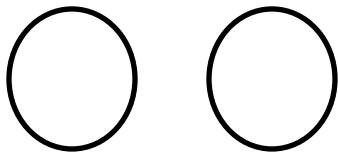
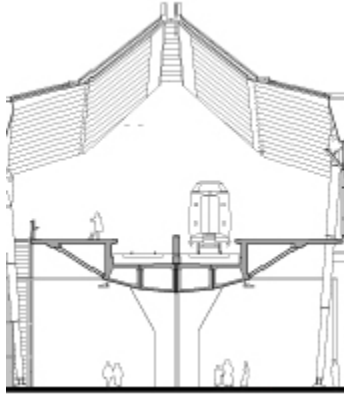
As an example, the Caltrain Business Plan contemplates operating up to 478 trains/day at maximum buildout. Assuming a stopping pattern where 25% of these trains would stop in Downtown Redwood City, it is unclear why the other 360 trains should also be passing through downtown.

One alternative could be to tunnel two passing tracks between Whipple and Highway 84 (1.5 miles). In this alternative, the number of daily trains passing through downtown RWC at maximum buildout would be similar to pre-COVID service levels (92 trains/day) and the business case for grade separations would be greatly diminished because the remaining trains would be travelling at much slower speeds as they approach and depart Downtown RWC.

A phased approach

While the above alternative contemplates 120 stopping trains/day at maximum buildout, a future operator may elect to increase the number of downtown RWC stops to 160 trains/day or more at a later date. This increase in train traffic would reintroduce the need for grade separations but the construction

impact on adjacent properties would be greatly diminished because the viaduct would consist of an elegant two-track structure with “gullwing” platforms contained entirely within the existing right of way (all passing would take place in the tunnels).



Cost of tunneling

Conventional wisdom characterizes tunnels as “too expensive” but the real cost of undergrounding (up to \$1B/mile in some cases) comes from underground stations, not the tunnels per se. As an example, while the cost of San Francisco’s 1.6 mile Central Subway may exceed \$1.6B, the twin-bore tunnels were constructed for \$238M.

Redwood Junction

As stated above, the High Speed Rail Authority have long considered a mid-Peninsula stop and **went as far as analyzing models that leveraged the existing passing tracks south of Highway 84** even though there were no plans to build a station in Redwood Junction at the time.

Such a station would offer the following advantages:

- **A High Speed Rail stop with a direct rail connection to Facebook and the East Bay**
- Cross-platform transfers between HSR and local and express Caltrain service
- Up to 8 stops/hour in Redwood City (4 downtown and 4 at Redwood Junction)
- An additional mid-Peninsula passing opportunity for High Speed and express Caltrain service catching up with slower trains

Redwood Junction and the downtown tunnels

The Caltrain Business Plan anticipates operating up to 12 trains/hour/direction in the Peninsula at maximum buildout (8 Caltrains and 4 HSR), so a potential service pattern could be:

- 4 trains stopping at Redwood Junction
- 4 trains stopping downtown
- 4 trains not stopping at either Redwood Junction or downtown

In this scenario, there would be only 4 trains/hour passing through downtown, so **a full-buildout scenario would result in a 33% reduction in pre-COVID Caltrain traffic through downtown RWC** (4 trains/hour vs. 6 pre-COVID).

I hope this makes sense.

Please feel free to reach out if you would like any additional information, including examples of how these solutions were implemented in London and Amsterdam.

Sincerely,

Roland Lebrun

Cc

Caltrain Board

CHSRA Board of Directors

MTC Commissioners

Caltrain CAC

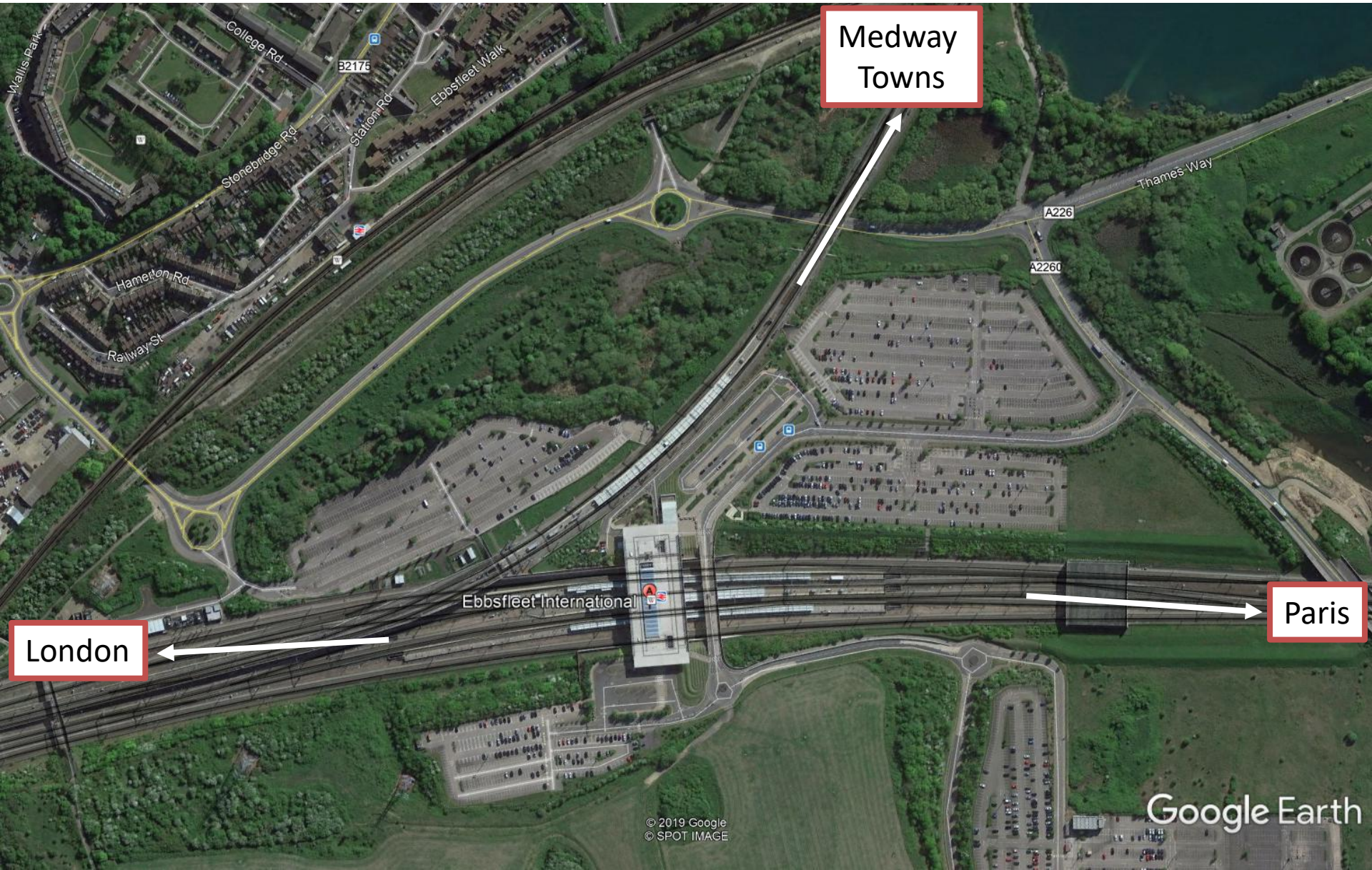
London and Redwood City

A tale of two stations:

London: Ebbsfleet International

Redwood City: Redwood Junction

Ebbsfleet International

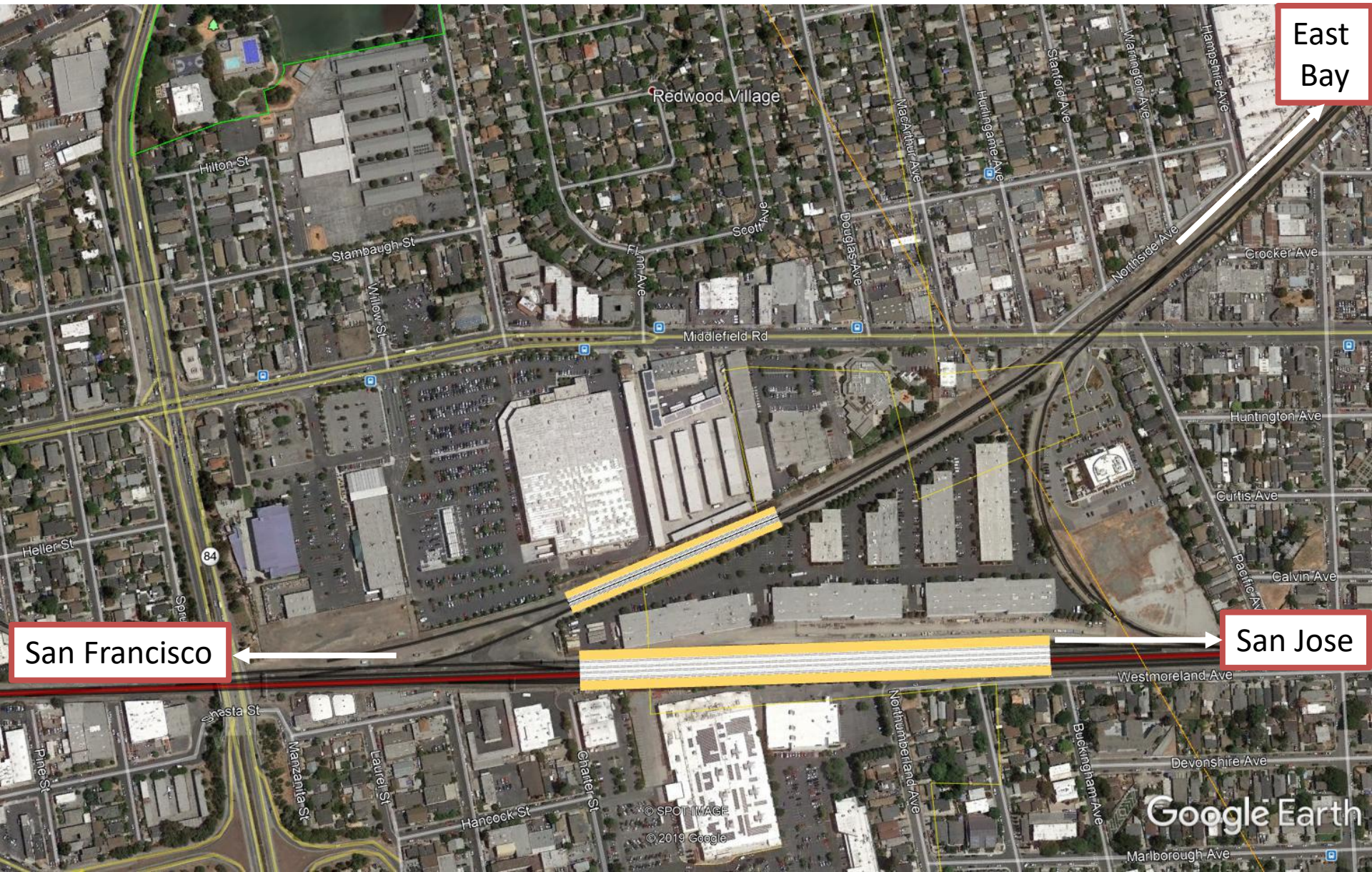


Medway
Towns

London

Paris

Redwood Junction



East Bay

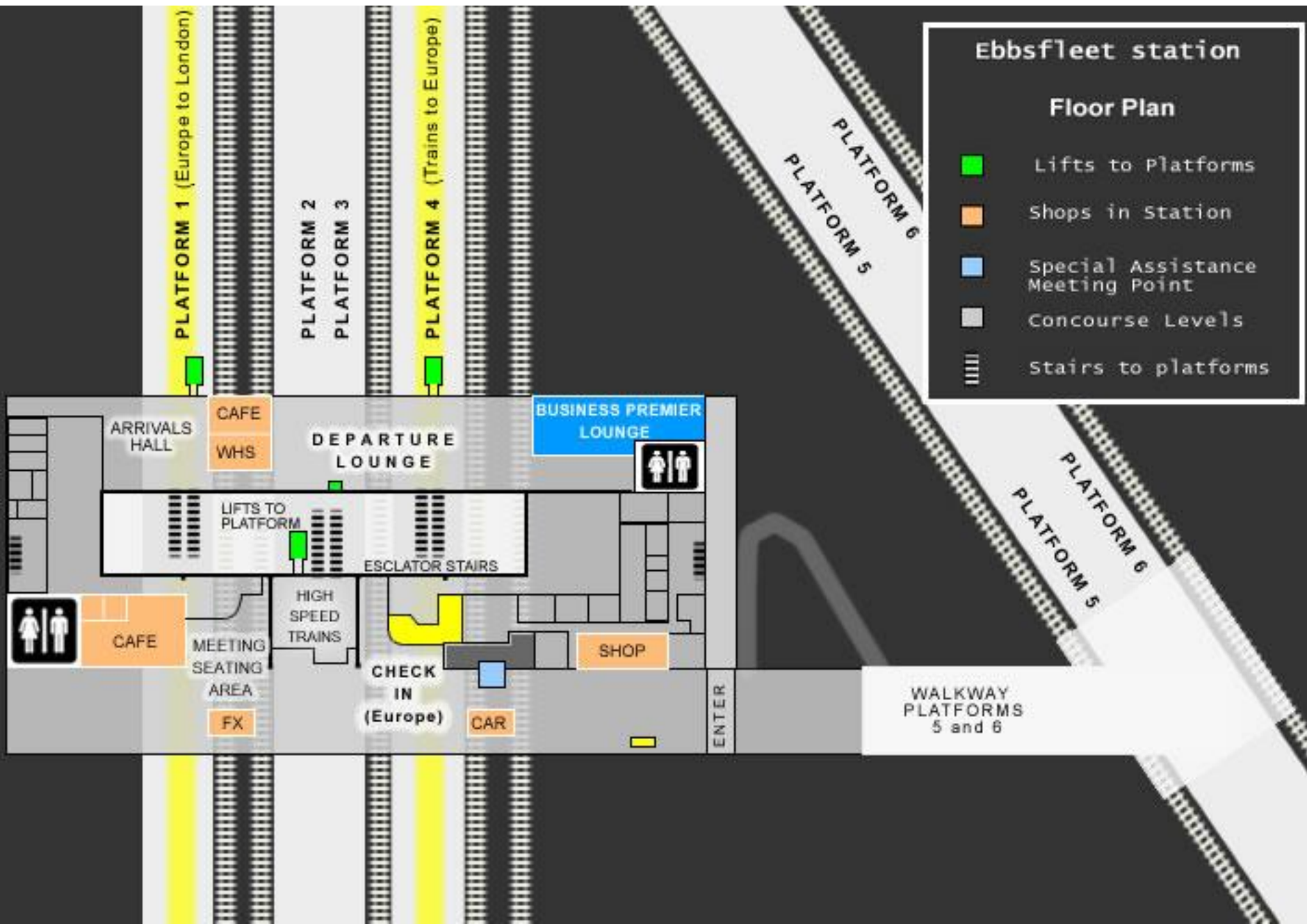
San Francisco

San Jose

Two stations into one



Two stations into one



From: [Council-Diane Howard](#)
To: [Roland Lebrun](#); [GRP-City Council](#)
Cc: [Board \(@caltrain.com\)](#); [CHSRA Board](#); [MTC Info](#); [cacsecretary \[@caltrain.com\]](#)
Subject: RE: Item 7.a Update on Sequoia station
Date: Monday, February 8, 2021 2:08:13 PM

Dear Mr. Lebrun,

On behalf of the City Council, thank you for writing to express your concerns regarding the Sequoia Station Project. Each Councilmember has received your comments and they will be considered when the City Council discusses this item at its meeting tonight, February 8, 2021.

Please note that no City Council action will be taken on February 8; the agenda item is to provide an update on the creation of a Transit District in Redwood City. This effort, which includes consideration of rail grade separations, the redevelopment of Sequoia Station shopping center, designing a new CalTrain station, accommodating improved bus service, and preparing for a potential rail connection to the East Bay across the Dumbarton Rail Bridge, will take approximately 18-24 months, with many opportunities for public engagement.

Please visit this [website](#) to learn more. We also encourage you to visit a virtual open house [here](#).

In Community Spirit,

Diane Howard
Mayor of Redwood City
(650) 208-4774

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [PRA](#)
Subject: Auzerais and Virginia grade crossings
Date: Monday, February 8, 2021 12:35:10 AM

Dear Chair Davis,

Further to the installation of digital Grade Crossing Predictors at Virginia and Auzerais, please direct staff to provide the following information for each crossing pursuant to Government Code §6250 et seq:

- 1) Engineering drawings
- 2) Parts list including manufacturer, part/model number and quantities
- 3) Task and/or work order(s)
- 4) Observed warning times at the following approach speeds: 5 MPH, 10 MPH, 15 MPH, 20 MPH, 25 MPH, 30 MPH, 35 MPH and 40 MPH

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

Roland Lebrun

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From: [Seamans, Dora](#)
To: ["Roland Lebrun"; Board \(@caltrain.com\)](#)
Cc: [Davis, Dev \[dev.davis@sanjoseca.gov\]](#); [Moua, Louansee \[Louansee.Moua@sanjoseca.gov\]](#); [Groen, Maryanne \[Maryanne.groen@sanjoseca.gov\]](#); [Gonzalez-Estay, Manolo \[manolo.gonzalez-estay@vta.org\]](#); [Wong, Shirley](#)
Subject: RE: Auzerais and Virginia grade crossings
Date: Monday, February 8, 2021 11:28:51 AM

Dear Mr. LeBrun – this email is to confirm receipt of your records request received on 02/08/2021 regarding “the installation of digital Grade Crossing Predictors at Virginia and Auzerais” and 1) Engineering drawings, 2) Parts list including manufacturer, part/model number and quantities 3) Task and/or work order(s), and 4) Observed warning times at the following approach speeds: 5 MPH, 10 MPH, 15 MPH, 20 MPH, 25 MPH, 30 MPH, 35 MPH and 40 MPH.

We will produce any responsive records that are neither privileged nor exempt from disclosure by the California Public Records Act. We will work reasonably and diligently to determine if the District has responsive records, and will provide those records to you promptly, with document production occurring on a rolling basis as needed. However, we are sure that you will understand that the COVID-19 pandemic has caused staff-time shortages and put inordinate stress on all District functions. Due to the requirements set forth in California's Executive Order No. 33-20, it may therefore reasonably take some time to collect and appropriately review records prior to disclosure. We will provide you a status update as to your request as soon as possible.

Best,
Dora Seamans
Executive Officer/District Secretary

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [PRA](#)
Subject: Guadalupe bridge replacement project
Date: Monday, February 8, 2021 12:45:26 AM

Dear Chair Davis,

Pursuant to Government Code §6250 et seq., please direct staff to provide copies of the engineering drawings for both tracks (MT-1 & MT-2) of the Guadalupe bridge replacement project.

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

Roland Lebrun

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From: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
To: "Roland Lebrun"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Cc: [Davis, Dev \[dev.davis@sanjoseca.gov\]](mailto:Dev.Davis@sanjoseca.gov); [Moua, Louansee \[Louansee.Moua@sanjoseca.gov\]](mailto:Louansee.Moua@sanjoseca.gov); [Groen, Maryanne \[Maryanne.groen@sanjoseca.gov\]](mailto:Maryanne.Groen@sanjoseca.gov); [Wong, Shirley](mailto:Shirley.Wong@sanjoseca.gov)
Subject: Confirmed receipt RE: Guadalupe bridge replacement project
Date: Monday, February 8, 2021 11:24:34 AM

Dear Mr. LeBrun – this email is to confirm receipt of your records request received on 02/08/2021 to provide copies of the engineering drawings for both tracks (MT-1 & MT-2) of the Guadalupe bridge replacement project.

We will produce any responsive records that are neither privileged nor exempt from disclosure by the California Public Records Act. We will work reasonably and diligently to determine if the District has responsive records, and will provide those records to you promptly, with document production occurring on a rolling basis as needed. However, we are sure that you will understand that the COVID-19 pandemic has caused staff-time shortages and put inordinate stress on all District functions. Due to the requirements set forth in California's Executive Order No. 33-20, it may therefore reasonably take some time to collect and appropriately review records prior to disclosure. We will provide you a status update as to your request as soon as possible.

Best,
Dora Seamans
Executive Officer/District Secretary

From: [Roland Lebrun](#)
To: [TJPA CAC](#)
Cc: [Board \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#); [SFCTA Board Secretary](#); [SFCTA CAC](#)
Subject: WebEx public participation at TJPA CAC meetings
Date: Tuesday, February 9, 2021 1:50:52 PM
Attachments: [image.png](#)

Dear Chair Holt,

Please consider directing Mr. Brick to reach out to the City's Art Commission with a view to educating himself about the finer points of public participation in WebEx meetings.

Thank you in advance.

Roland Lebrun

The screenshot shows a WebEx meeting interface. The main content area displays a presentation slide with the following text:

Viewing Timer's screen

stac san francisco arts commission

Public Comment via WebEx:

- Navigate to the hand icon in the lower right corner.
- Raise your hand to be placed in the queue.
- You will hear a beep and you will be prompted to speak.

Public Comment via Phone:

- Dial 415-655-0001
- Enter the Access Code: 146 546 2425
- When prompted, dial '*' then '3' to be added to the speaker line.
- Your line will be unmuted and you will hear, "Your line has been unmuted." This is your time to speak.

Once your time is up (3 mins), you will be put back on mute. Participants who wish to speak on other public comment periods may stay on the line and listen for the next public comment opportunity. For further inquiries regarding Commission matters, email art-info@sfgov.org.

Participants list:

- GR Greg Robley
- IN Inke Noel
- JL Joanne Lee
- KS Kimberlee Stryker
- MJ Mary Jung
- RR Ralph Remington
- DW debra walker
- DK dorka keehn
- YA yakuh askew
- RL Roland Lebrun (Me)

At the bottom of the screenshot, there is a yellow banner with the following text:

ATTENTION: This email came from an external source.
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From: TJPA CAC <cac@tjpa.org>
Sent: Tuesday, February 9, 2021 2:03 PM
To: Roland Lebrun <ccss@msn.com>; TJPA CAC <cac@tjpa.org>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; cacsecretary [@caltrain.com] <cacsecretary@caltrain.com>; SFCTA Board Secretary <clerk@sfcta.org>; SFCTA CAC <cac@sfcta.org>
Subject: RE: WebEx public participation at TJPA CAC meetings

Hi Roland,

Thank you for your email. I will share with Jason Blick, TJPA IT Director.

Thanks,
lm

Lily Madjus Wu
Communications and Legislative Affairs Manager
Transbay Joint Powers Authority
425 Mission Street, Suite 250
San Francisco, CA 94105
lmadjuswu@tjpa.org
D: (415) 597-4039
C: (415) 949-9500
www.tjpa.org



 Please consider the environment before printing this message.

Dear Chair Mandelman and Commissioners,

While I appreciate the TJPA's consideration of phasing multiple aspects of the project as currently proposed, there has been no progress in the last 20 years addressing the following issues:

- Lack of a plausible connection with the next Transbay crossing (LINK21)
- Lack of a plausible connection with the existing Caltrain tracks at 16th Street
- Lack of a plausible connection with BART and/or MUNI light rail
- Lack of a plausible solution addressing the loss of 50% of the existing train box capacity to the 2nd Street curve and the commensurate loss in potential future Transbay capacity caused by **making it impossible to accommodate full-length (1,400-foot-long) high speed trains across the Bay**
- Lack of a plausible solution eliminating a gigantic crater on 2nd Street and the resulting impacts on adjacent buildings
- **Lack of a plausible solution that would make it possible for Caltrain to vacate the 4th & King railyard**

I therefore believe that now is the last and final call for revisiting the 7th Street alignment to address the above issues as follows:

- Advancing a design connecting the Transit Center to the Embarcadero seawall **without ANY condemnations**
- Restoration of the full 1,500-foot train box capacity without the addition of a \$400M train box extension
- Advancing a design that fully integrates the PAX as an extension of the DTX and eliminates any significant surface impacts north of Townsend Street
- Advancing a 7th Street/UCSF station concept that integrates Caltrain, High Speed Rail, Capitol Corridor and BART connections in a single structure connected via light rail (N & T extensions) to the Arena, the Ballpark, Central SOMA and Chinatown
- Advancing a phased design for the 7th Street station passing tracks (total 4 tracks) to eliminate the need for a third track between Townsend and the Transit Center

Given that a study of the above solutions would be within the City's (not the TJPA's) purview, please consider issuing a change order to the existing PAX initiation contract with a commensurate increase in contract capacity (currently \$1M).

Last but not least, I believe that there is sufficient regional nexus in the above proposal for MTC and/or the High Speed Rail Authority to fully match the existing PAX initiation contract thereby increasing the contract capacity to \$2M-\$3M.

Thank you in advance for your consideration.

Sincerely,

Roland Lebrun

CC

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

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From: [Chad Hedstrom](#)
To: [Public Comment](#)
Subject: Caltrain noise improvements follow up
Date: Wednesday, February 10, 2021 7:01:17 PM

Just wanted to follow up, as people rarely write in when things are going well.

Last summer there was really a significant problem with excessive idling at the 4th and King location, idling was so loud you could clearly hear it in the lobby of the buildings at Lusk @ King (in between 3rd and 4th st) even over rush hour traffic. It was a pervasive rolling hum that never stopped, sounding like the diesel engine was idling at 50-70% throttle.

Since then, Idling noise is down, I would guess, at least 80% since last summer. It's been slowly increasing as of late but it's still much better than it was before. Occasionally we'll hear an engine fast idling, but it's no where near as bad as it used to be

So anyways thanks for adjusting the noise levels in our neighborhood, it's much more pleasant to walk around outside, as well as endure the pandemic inside as well.

Chad Hedstrom

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From: martin@sommer.net
To: CalMod@caltrain.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); city.council@cityofpaloalto.org; [Pat Burt](#)
Subject: Re: University Ave Beige Pole Color
Date: Thursday, February 11, 2021 1:17:57 PM

Please see attached. The chosen color, is destroying the view of our mountains. Can we please move forward, on correcting this situation?

Martin

On February 3, 2021 9:46:57 AM PST, Martin J Sommer <martin@sommer.net> wrote:

Hi Brent,

How are you doing with this request? Were you able to put a number on repainting the top half of one or more poles at the University Ave station? If it is easier, the whole poles could be repainted. I have noticed that the other two stations in Palo Alto, are either black or the standard forest green.

Martin

On 1/15/21 8:48 AM, CalMod@caltrain.com wrote:

Hi Martin,

Thank you for the call on Wednesday morning. It was helpful to get a better understanding of your concerns. As I committed on the call, I will bring your request to my management team for consideration. I aim to get you a response by the end of next week.

Have a great weekend,

Brent Tietjen, Government and Community Relations Officer

SamTrans | Caltrain | TA
1250 San Carlos Ave.
San Carlos, CA 94070-1306
tietjenb@samtrans.com

From: Martin J Sommer [<mailto:martin@sommer.net>]

Sent: Wednesday, January 13, 2021 9:59 AM

To: CalMod@caltrain.com

Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>;
city.council@cityofpaloalto.org; Pat Burt <pat@patburt.org>

Subject: Re: University Ave Beige Pole Color

Hi Brent,

