



JPB Board of Directors
Meeting of November 7, 2024

Correspondence as of November 1, 2024

Subject

1. RE: Caltrains Old Trains -Attractive Nuances
2. Re: Automatic reply: Caltrains Old Trains -Attractive Nuances
3. Re: Caltrain Horns
4. Re_ New Electric Train feedback – *Staff Response*
5. Re_ Not following the schedule – *Staff Response*
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15. Latest San Mateo County transportation news
16. Caltrain e-News - October 2024
17. Train horn volume

From: [STACEY REYNOLDS-PETERSON](#)
To: [Board \(@caltrain.com\)](#)
Subject: RE: Caltrains Old Trains -Attractive Nuances
Date: Friday, October 25, 2024 7:46:00 PM
Attachments: [IMG 0.MOV](#)
[IMG 0.MOV](#)

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To Board of Directors:

I doubt you even know about this after all our phone calls & emails from Crescent Cove Apartments. My report #941085.

AN ATTRACTIVE NUANCES!!!!!!

You had old trains backed up to our resident parking area. There have been people living in these old trains for quite sometime. However, now they have started throwing large rocks over the fence hitting our cars causing a great deal of damage. Throwing feces, needles, bike parts, all sorts of things. I was told by a Caltrains representative 6 months ago those trains would be out of her within 3 months! Nope still here.

Our property manager Kimberlyn had both Caltrain & SF police out her this week, which they kept passing the buck between the two agency. Someone from Caltrains asked her if the people's living in the trains had a lease! Not funny & very unprofessional!

Today I took 3 pictures throughout the day showing the gate wide open & no supervision open all day long. Pictures attached.

This is your responsibility & it's now time for you to hire daily/nightly security to prevent people from living on the trains. This is the only way this is going to stop the problem until the trains are gone or something seriously happens which will be on you!

We have a big problem & you need to deal with it!!

I look forward to hearing your response.

Sincerely,

Stacey Reynolds-Peterson





From: [STACEY REYNOLDS-PETERSON](#)
To: [Board \(@caltrain.com\)](#)
Subject: Re: Automatic reply: Caltrains Old Trains -Attractive Nuances
Date: Saturday, October 26, 2024 1:43:39 PM

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Nothing is being done by the customer service department, hence why I have written to the Caltrains Board of Directors!

Your gate at 420 Berry Street next to Crescent Cove apartments has been open & unsupervised for two entire days now! Can someone please come close it so the transits can't so easily get in to sleep on the trains & throw large rocks & other things causing major damage to the cars parked in gated Crescent Cove parking area. ATTRACTIVE NUISANCE!!!! YOUR PROBLEM FIX IT!!! WE HAVE BEEN CALLING YOU, WRITING TO YOU FOR MONTHS TO NO AVAIL!

SHAME ON YOU CALTRAINS!!

Stacey Reynolds-Peterson

On Fri, Oct 25, 2024 at 7:46 PM Board (@[caltrain.com](#)) <[Board@caltrain.com](#)> wrote:

Hello – We have received your correspondence addressed to the Caltrain Board of Directors.

For your reference: all correspondence is reviewed and typically referred to Customer Service Team Experience for a response before being sent to the Board of Directors and all public correspondence received is routinely posted online weekly under each Board meeting Documents tab: [Board of Directors | Caltrain](#)

The Board of Directors values your input and appreciates your support for the transportation system in our community.

For your reference:

Caltrain Customer Service: 1-800-660-4287

Information for hearing impaired: (TTY) 650-508-6448

Office Address: [1250 San Carlos Avenue, San Carlos, CA 94070](#)

Office Phone: 650-508-6200

From: [Martin J Sommer](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#); [Board \(@samtrans.com\)](#)
Subject: Re: Caltrain Horns
Date: Sunday, October 27, 2024 4:32:55 PM

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Dear Caltrain Support Team,

Thank you for acknowledging that sounding the bell/horn each time a train enters or exists the Palo Alto University Ave. Station, is NOT an FRA requirement, and is simply a Caltrain "policy".

Before taking this issue into legal action regarding a public agency generating unneeded noise pollution, would you be willing to only sound the bell/horn, whenever there is "imminent danger"? For example, if someone has jumped or fallen onto the tracks, or is too close to the platform edge?

If so, this would provide a workable solution, and reduce the bell/horn noise by at least 90%. I believe this would also educate people of real emergencies, vs routine noise.

Thanks, and please let me know.

Sincerely,
Martin

On 10/25/24 1:27 PM, Caltrain BOD Public Support wrote:

Dear Martin Sommer,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for your feedback regarding the sounding of the bell at the Palo Alto Caltrain Station. We appreciate your concerns and understand the importance of minimizing noise pollution, especially in areas where efforts have been made to create a quieter environment.

We would like to clarify that, according to company policy, it is required to sound the bell when approaching and traveling through every station platform. This rule is in place to ensure the safety of all individuals in the vicinity, as it serves as a warning to make them aware of an incoming train. While we recognize that University Ave. Station is grade-separated, the safety of the general public remains our top priority.

We sincerely apologize for any inconvenience this may have caused and

appreciate your understanding of the safety measures we have implemented. Your feedback is invaluable, and we will continue to evaluate our practices to balance safety and community concerns.

Thank you for your understanding.

Best regards,

Your Caltrain BOD Public Support Team

From: Martin J Sommer <martin@sommer.net>
Sent: Tuesday, October 15, 2024 3:34:18 AM (UTC+00:00) Monrovia, Reykjavik
To: Todd Douglas <DouglasT@samtrans.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Board (@samtrans.com) <board@samtrans.com>
Subject: Re: Caltrain Horns

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Hi Todd,

Thanks for your response. According to FRA document 222.21 When must a locomotive horn be used?, " ... the locomotive horn on the lead locomotive of a train ... shall be sounded when such locomotive or lead cab car is approaching a public highway-rail grade crossing".

The significant part here, is "grade crossing". When it comes to sounding a horn or bell at stations, it boils down to two issues: a) is the station "at grade" with the tracks, and/or b) is there an imminent hazard of death or injury to a person or persons.

University Ave. Station in Palo Alto, is grade-separated, and thus the only validation for ringing a bell or blowing the horn, is if someone has jumped or fallen onto the tracks, and is in "imminent danger".

The idea of the new electric trains ringing their bell on every entry and exit of the University Ave. Station, is not required, and is creating public noise pollution ... something we worked so hard to eliminate, in electrifying Caltrain.

Please stop sounding the bell and/or horn, every time a train enters or exists University Ave. Station in Palo Alto!!

Ref: <https://www.ecfr.gov/current/title-49/section-222.21>

Martin

On 10/14/24 3:24 PM, Todd Douglas wrote:

Hello Martin Sommer,

Thank you for taking the time in contacting Caltrain with your comments concerning horn noise in your area. Your comments were sent to Rail Operations for further handling.

The application of a train's horn/bells is governed by Federal and State law. One of the locations where they must sound their horn is when the tracks cross a street and also pull into the station.

I can tell you we frequently inspect the volume of these systems to ensure they fall within the mandated decibel range for this type of equipment.

We are sorry the sound has been disturbing you, and will maintain our programmed monitoring of these systems to ensure they are only as loud as necessary.

Again, thank you for your comments.

Regards,

Todd Douglas

San Mateo County Transit District
Customer Service Dept.
1250 San Carlos Avenue
San Carlos, CA 95070-1306
1-800-660-4287
www.smctd.com

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Martin Sommer
650-346-5307
martin@sommer.net
www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

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Martin Sommer
650-346-5307

martin@sommer.net
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"Turn technical vision into reality."

From: [Caltrain BOD Public Support Board \(@caltrain.com\)](#)
To: [Board \(@caltrain.com\)](#)
Subject: Re: New Electric Train feedback
Date: Monday, October 28, 2024 3:40:05 PM

Dear Mike Holubar,

Thank you for reaching out and sharing your experience with us. Your message to the Caltrain Board of Directors has been referred to me for response, and I want to assure you that the Board members will receive a copy of our correspondence.

The decision to have one restroom per trainset was made after extensive public input on the overall train design, which included feedback from the general public, the Citizens' Advisory Committee, and the Caltrain Board. At the time of this decision, Caltrain was experiencing high ridership, often with standing room only during peak periods. As a result, the design prioritized space for passengers, whether standing or sitting.

The final design recommendation included two bike cars and one bathroom, which was a compromise to maximize space for additional standing or seating areas. However, we recognize that this may not meet the needs of all our passengers, and we appreciate your perspective on this matter.

Thank you for your understanding, and we appreciate your feedback.

Best regards,

Your Caltrain BOD Public Support Team

From: Mike Holubar <mholubar@gmail.com>
Sent: Wednesday, September 25, 2024 12:38:07 PM (UTC-08:00) Pacific Time (US & Canada)
To: Board (@caltrain.com)
Subject: New Electric Train feedback

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Only 1 toilet/restroom per train?!?!
What kind of craziness is this?

It might be fine during commute hours but going to ball games in SF? Absurd!
You want people to use the train, right?
You should fix this issue before the Warriors start at Chase Center.

Pecked out on my iPhone

From: [Caltrain BOD Public Support](#)
To: kimberlycandelaria21@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Not following the schedule
Date: Tuesday, October 29, 2024 9:46:27 AM

Dear Kimberly Candelaria,

Thank you for reaching out and sharing your experience with us. Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. We understand how frustrating it can be to miss a train, especially after a long day at work.

To ensure on-time performance, our crew closes the doors at the scheduled departure time to allow for a timely departure. Unfortunately, we do not have a station agent available at this time to assist with ticket checks at the gate.

I would like to confirm that Train 174 departed on schedule at 11:25 PM on October 3, 2024.

We hope to serve you better in the future and we apologize for the inconvenience.

Sincerely,

Your Caltrain BOD Public Support Team

From: Kimberly CAndelaria <kimberlycandelaria21@gmail.com>
Sent: Friday, October 4, 2024 6:35:15 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com)
Subject: Not following the schedule

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Hi,

I'm wondering if the Caltrain from San Francisco to San Jose/Gilroy ever follows the schedule. Some of us were left behind because the train entrance closed at 11:23 p.m., and there was no one at the gate to check our tickets, even though the departure time was supposed to be 11:25. There should have been a conductor at the gate to check tickets. We arrived at 11:23, but no one was there. It's

such a hassle for us to rush from work, try to arrive before 11:25, and then have to wait until 12:05 for the next train.

I have been a regular for almost half a year and rides the Caltrain everyday.. we are happy with the new schedule but the schedule arent being followed.. this is not the first time it happened for this 11:25 schedule. They close early.

Kimberly Candelaria

From: [Caltrain BOD Public Support](#)
To: [Wendy Page](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Electric trains
Date: Tuesday, October 29, 2024 10:08:00 AM

Dear Wendy Page,

Thank you for your feedback regarding the restroom facilities on our new trains. We understand your concerns, especially in light of high ridership events, such as trips to Oracle Park.

The decision to include one restroom per trainset was made after extensive public input on the overall train design. This process involved feedback from the general public, the Citizens' Advisory Committee, and the Caltrain Board. At the time, Caltrain was experiencing high ridership, often with standing room only during peak periods. As a result, the design prioritized maximizing space for passengers, whether standing or sitting. The final design recommendation included two bike cars and one bathroom, which was a compromise aimed at accommodating as many passengers as possible.

We recognize that this design may not meet the needs of all our passengers, and we truly appreciate your perspective on this matter. Your feedback is invaluable as we continue to evaluate our services and consider future improvements.

Thank you for taking the time to share your thoughts with us.

Kind regards,

Your Caltrain BOD Public Support Team

From: Wendy Page <wendy_page@yahoo.com>
Sent: Tuesday, August 27, 2024 1:19 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: Electric trains

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Dear CalTrain BOD-

Sunday we got to see one of the new trains at the Mountain View station. I spoke with a conductor,

asked him how things were going, and he said fine except there is one bathroom on each train....this seems incredible to me...I hope this is because that more bathroom equipped cars are on order. If not, I can only imagine the fun it will be when hundreds of people use CalTrain to go to, for example , Oracle Park and there is only one bathroom.

Please tell me this isn't true.

Wendy Page
Sent from my iPad

From: [Caltrain BOD Public Support](#)
To: colleen.kearns@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Safety at 4th and King Station
Date: Tuesday, October 29, 2024 10:40:15 AM

Dear Colleen Kearns,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for your feedback regarding the ongoing issues at the San Francisco Caltrain station. We understand your concerns about safety and the challenges you face when reporting incidents such as active drug use or visible weapons.

Unfortunately, this is an ongoing issue at the 4th & King station, and we acknowledge that it can be frustrating. You have been provided with the correct information; these matters fall under the jurisdiction of the San Francisco Police Department (SFPD). The Transit Police typically do not respond to incidents occurring within the station itself, as their focus is primarily on situations involving the train or the platform.

For incidents that occur at the station, we recommend contacting the Southern Station of the SFPD directly. While we understand that this may not be the most convenient option, it is the appropriate channel for addressing these concerns. In emergencies, please remember that calling 9-1-1 is always the best course of action.

We appreciate your suggestion regarding a reporting app similar to BART's, and we will take this into consideration as we continue to improve our services.

Thank you for bringing this to our attention.

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <Board@caltrain.com>
Sent: Tuesday, October 1, 2024 3:21 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Safety at 4th and King Station

From: Colleen Kearns <colleen.kearns@gmail.com>
Sent: Tuesday, October 1, 2024 3:21:25 PM (UTC-08:00) Pacific Time (US & Canada)
To: Board (@caltrain.com)
Subject: Safety at 4th and King Station

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I'm a regular Caltrain rider and the plaza at San Francisco station continues to be a problem. When I report problems (e.g. active drug use or weapons visible) Caltrain personnel says it is SFPD's jurisdiction and there isn't anything they can do. There are similar problems at Millbrae station. There is no simple way to report these issues. BART has an app to report these things impacting riders. Can Caltrain please offer a way to communicate these safety concerns?

From: [Caltrain BOD Public Support](#)
To: rox7296@yahoo.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: New Electric Train Horns
Date: Tuesday, October 29, 2024 11:00:10 AM

Dear Roxanne Denning,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for taking the time to share your feedback regarding the noise levels associated with the increased frequency of trains in your area. We understand that the sound of train horns can be intrusive, especially with the recent electrification and the additional passenger trains operating through your corridor.

We want to assure you that our Electric Multiple Unit (EMU) horns are meticulously designed to operate within the sound decibel range of 96 dB(A) to 110 dB(A), as specified by the Code of Federal Regulations Title 49, Subtitle B, Chapter I, Part 229 Subpart C, particularly § 229.129 regarding locomotive horns. Each EMU undergoes stringent testing at our final assembly plant in Salt Lake City, UT, to ensure full compliance with these regulations. Sound levels are recorded and documented for each vehicle, and our Maintenance of Equipment (MOE) team inspects the train horns daily to confirm they are functioning properly, with dB levels recorded in accordance with regulations. This compliance is further validated during every 92-day inspection to ensure adherence to Federal Railroad Administration (FRA) standards.

While we acknowledge that the new train horns may sound different, we want to clarify that they are not any louder than previous models and are positioned lower on the car, rather than on the roof. The horns are essential for safety and are regulated by the FRA to meet specific dB levels.

We appreciate your concerns regarding the implementation of a Quiet Zone. For more information on Quiet Zones and the steps involved in their establishment, please visit [Caltrain Quiet Zone Information](#).

Thank you once again for your feedback.

Kind regards,

Your Caltrain BOD Public Support Team

From: Roxy <rox7296@yahoo.com>
Sent: Monday, October 14, 2024 4:27:33 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>
Subject: New Electric Train Horns

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Caltrain Board,

With the electrification of the trains, we appreciate the reduction the Deisel exhaust and looking forward to the Electric Trains being quieter, we were hoping that the noise would be better, but it is the total opposite!

With the amount of passenger trains that come through our corridor every day, the sounds are even more intense! We need to have a Quite Zone implemented sooner rather than later.

We have 5 at grade crossings in our neighborhood. Horns are blasting nonstop from 17th avenue through all of San Mateo to 3rd avenue. The pitch is deafening and unnecessarily intrusive to our daily life.

If we are trying to work or talk on the phone, we must close all windows, if watching TV you must mute the tv waiting for these trains to pass. There are several times of day when two trains pass each other and all conversations must be stopped!

Closing windows barley makes a difference,

**Currently- STATION STOPS CURRENT SERVICE ELECTRIFIED SERVICE SAN MATEO Stops per Weekday 78 old schedule, 104 Weekday Stops in the new schedule coming through the corridor, this is an increase of 26 extra trains per day, not to mention the increased frequency and intervals between trains. This is a 25% increase in the already disturbance we had been previously exposed to.

We also have diesel freight adding into this mix.

We beg you to please lower the pitch on these horns and implement a Quiet Zone that is so desperately needed!

Sincerely,

Roxanne Denning

From: [Caltrain BOD Public Support](#)
To: tspitters@yahoo.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Transport -- CalTrain.
Date: Tuesday, October 29, 2024 11:35:48 AM

Dear Thomas Spitters,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for taking the time to share your feedback regarding your recent experience on the CalTrain. We appreciate your observations and understand your concerns about the behavior of fellow passengers and the overall atmosphere during your travels.

We take reports of disruptive behavior seriously, as it can impact the comfort and safety of all our riders. If you encounter any suspicious or concerning activity in the future, we encourage you to contact Transit Police at 1-877-725-7245. They are equipped to handle such situations and ensure a safe environment for all passengers.

Your feedback regarding the influx of individuals and their behavior is noted. We strive to maintain a welcoming and respectful atmosphere on our transit services, and your insights will be considered as we continue to improve our operations.

Thank you once again for your input. We value your patronage and are committed to enhancing your travel experience.

Sincerely,

Your Caltrain BOD Public Support Team

From: Thomas Spitters <tspitters@yahoo.com>
Sent: Wednesday, October 16, 2024 5:26:46 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>
Cc: tspitters@yahoo.com <tspitters@yahoo.com>
Subject: Fw: Transport -- CalTrain.

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There might be some ambiguity given a note I sent in and a separate .pdf memorandum given a difference in observations as narrated and documented first in an email, then in a memo : See item 3. in the .pdf memorandum which should be annotated for the concerned, subject matter parties using transit points, transit centers and stations to carry on illegal surveillance. Good day. Good luck also.

Sincerely yours,

Thomas Spitters

[Yahoo Mail: Search, Organize, Conquer](#)

----- Forwarded Message -----

From: "Thomas Spitters" <tspitters@yahoo.com>
To: "Board@Caltrain.com" <Board@Caltrain.com>
Cc: "tspitters@yahoo.com" <tspitters@yahoo.com>
Sent: Tue, Oct 15, 2024 at 12:10 PM
Subject: Re: Transport -- CalTrain.

Please see the attached in view of the previous note with the small type. An excellent day to you, everybody.

Sincerely yours,

Thomas Spitters

[Yahoo Mail: Search, Organize, Conquer](#)

On Tue, Oct 15, 2024 at 11:50 AM, Thomas Spitters <tspitters@yahoo.com> wrote:

To the CalTrain Governance Board :

On October 14, 2024, I traveled in the new, electrified CalTrain from the California Avenue stop to the Hillsdale stop and back to Sunnyvale on an errand of which the following events :

1. A Southbound electric train stopping at California a few minutes after 8 :30 A.M. was clearly marked train 105 San Francisco by its electric signage on the outside of the coach compartments.
2. Upon my return from Hillsdale stop, a group of young women, apparently intoxicated, boarded the train at Hillsdale and were shouting, running and pacing about the inside of compartments 2 - 6 without attempting to find proper seating. This was a public nuisance.
3. There apparently has been an influx of South Asian people, mostly insane, into the San José - Santa Clara - Sunnyvale area, and these individuals appear to spend significant time interfering in official business, spying at transit points and surrounding areas, and engaging in small assemblies that are closed but in public.
4. The bus routes especially now are saturated with passengers sporting their bibles and religious literature, while most of these do appear just to be faithless Jehovahs Witnesses who make a quick study, then walk into churches expecting sainthood and the red carpet treatment.

The individuals carrying on as in 3. and 4. here should be rounded up and put in asylums where they belong, and can begin to learn to lead more productive lives. I am willing to submit these propositions to the Joint Powers Board to prevent these hazards from infecting public transit, and rapid transit further. I'm sorry. Please pardon typographical errors in this writing.

By,

THS

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Phyllis Li](#)
To: [Board \(@caltrain.com\)](#)
Subject: Fwd: Accident at Sunnyvale station
Date: Tuesday, October 29, 2024 12:25:26 PM

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Dear Caltrain Board,

Wanted to share my terrible experience at the Sunnyvale station on Sunday, 10/27/024, about 11:05AM. Here to hope that some checks/work can be done to the gate arm system. A refund of unused tickets is also much appreciated.
Sent from my iPhone

Begin forwarded message:

From: Phyllis Li <phyllisli_2003@yahoo.com>
Date: October 27, 2024 at 10:26:30 PM PDT
To: ctmobileticketsupport@caltrain.com
Subject: Accident at Sunnyvale station

Hi Caltrain,

I did not get to use the tickets because I had a terrible accident at the Sunnyvale station and ended up in emergency room.

It was 11:05am, October 27, 2024. The southbound train pulled into the station and the gate arm came down to stop people from crossing the track. There were two young ladies, my friend and I were waiting at the gate for the train to leave the station.

Suddenly the gate arm was rising up. The two young ladies started crossing the track, my friend followed, and then I stepped out too. Just after a second, I was knocked down by the gate arm.

My friend quickly grabbed me and we crossed the track safely. But when I was on the other side of the track for mothers bound train to San Francisco, blood was streaming down my eyes and face. I took off of jacket and pressed it down to the wound on top of head.

With lots of blood my friend took me to the Sutter health urgent care. The doctor cleaned the wound and did a CT scan on my brain. Luckily no brain problems were found except the terrible cut and bleeding.

I would like to report this to you and ask you to check the gate arm so that no one else will be injured like me again. The gate arm should never be rising when the south bound train in the station.

Thank you. Jieyu Li

Sent from my iPhone

From: [Caltrain BOD Public Support](#)
To: coitfrandsen@me.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Schedule???
Date: Tuesday, October 29, 2024 3:29:02 PM

Dear Coit Frandsen,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for reaching out to Caltrain and sharing your concerns regarding the service for South County residents. We understand the importance of reliable transportation, especially during challenging weather conditions.

Currently, the tracks south of Tamien Station are owned by Union Pacific, which limits our ability to provide electrified service to Gilroy. As a result, a portion of our diesel fleet continues to operate between San Jose Diridon and Gilroy. To facilitate smoother transfers, we have implemented a 3-minute cross-platform transfer at the San Jose Diridon Station, allowing passengers to easily switch between electric and diesel trains.

We recognize that the current schedule may not meet the needs of all our customers, and we are actively monitoring on-time performance. Should adjustments be necessary, we will make the appropriate changes to improve service for our South Valley customers.

We appreciate your patience and understanding as we work through these challenges.

Best regards,

Your Caltrain BOD Public Support Team

From: Coit Frandsen <coitfrandsen@me.com>
Sent: Wednesday, October 16, 2024 12:40:04 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Schedule???

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Can you please explain why south county residents are just getting passed over. Please explain the schedule going forward for south valley customers. Right now to wait on a track in the weather just doesn't seem like any improvement. Why is there not 4 trains leaving with the 4 trains arriving in Gilroy as what it was before. Maybe this is temporary(hoping we are not out here when it's 40 degrees in the middle of winter with winds). So please explain the final schedule of what you want for us

Sent from Coit Frandsen (408)722-4804

From: [Judy Syrkin-Nikolau](#)
To: [Board \(@caltrain.com\)](#)
Subject: Horn noise
Date: Tuesday, October 29, 2024 8:55:53 PM

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Hello!

I am a resident of San Mateo in the Sunnybrae neighborhood. I am so excited about the electrification of Caltrain, I think it is such a great step forward for the Bay Area and San Mateo. The new trains are faster, quieter, and more frequent.

However, one downside is that the horns seem much louder. I understand that the volume has been increased from the former trains. I strongly would like to encourage caltrain to lower the noise to the minimum 96db to minimize the impact it has on all nearby neighborhoods. I was hoping to get used to the change, but I am awoken by it every morning at 6am and it keeps me awake late in the evening.

Thank you,
Judy

From: [Roland Lebrun](#)
To: [Public Comment](#)
Cc: [Board \(@caltrain.com\)](#); [Michelle Bouchard](#); [Harrison, James \[JHarrison@olsonremcho.com\]](#); [Lee Wilcox](#); [Jessica Zenk](#); [Andrew Fremier](#); [abockelman@bayareametro.gov](#); [legal@hsr.ca.gov](#); [northern.california@hsr.ca.gov](#)
Subject: October 30 AMP Committee Item 7 Draft Diridon Cooperative Agreement
Date: Wednesday, October 30, 2024 2:02:11 AM
Attachments: [Item 7 Diridon Cooperative Agreement.pdf](#)
[MTC Resolution No. 4608 Revised.pdf](#)
[Diridon RM3 Funding Agreement - Santa Clara Valley Transportation Authority.pdf](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Heminger,

Please find attached my comments on the [Draft Diridon Cooperative Agreement](#) summarized as follows:

- There is a \$1,463,825 funding gap in the \$7.8M budget for the pre-environmental phase caused by VTA's misappropriation of \$500M from the city of San Jose and \$1M in RM3 funds allocated by MTC through [Resolution No. 4608 Revised 7/24/24-C](#) (attached for your convenience).
- The size of the steering committee should be reduced from 8 to 7 (or 5) members to avoid split votes.
- MTC should replace VTA on the chair/vice chair roster.
- The Steering Committee should meet monthly
- The Steering committee should be administered by SamTrans, the agency responsible for Caltrain administration.
- The MTC principal should be responsible for regional legislative advocacy, long-term governance and funding strategies, the legislative advocacy plan, as well as project and regional network coordination.
- The VTA Principal should be responsible for the relocation of the existing bus and light rail facilities into an integrated station designed collaboratively by the partners to provide safe and seamless intermodal transfers to and from the surrounding rail infrastructure.

Respectfully presented for your consideration.

Roland Lebrun

Dear Chair Heminger and Committee Members,

Thank you for the opportunity to comment on the Draft Diridon Cooperative Agreement as follows:

4. Budget and Funding

4.b “The budget for the Pre-Environmental Phase shall not exceed \$7.8 million.
- San José shall contribute Five Hundred Thousand dollars (\$500,000).
- VTA shall contribute One Million dollars (\$1,000,000) of Measure B funds.
- MTC shall contribute Six Million Three Hundred Thousand dollars (\$6,300,000) of RM3 funds.”

The above matches MTC Resolution No. 4608 Revised 7/24/24-C (attached for your convenience) which rescinded \$6,181,474 misappropriated by VTA for the [scandalous acquisition of 32-60 Stockton](#) which resulted in the [resignation of VTA’s Director of real estate in December 2023](#).

Unfortunately, VTA’s raiding of the \$100M in Diridon RM3 funds continues unabated. Specifically, the FY25 Capital Budget Amendment approved at the September 23 Finance Committee meeting shows that **\$1M of MTC’s \$6.3M allocation disappeared** (leaving \$5.3M) **and the \$500,000 from the City of San Jose disappeared entirely leaving a \$1,463,825** (\$7,800,000 - \$6,336,175) **funding gap in the \$7.8M pre-environmental phase budget**

FY2025 Capital Budget Amendment

Project	Funding Source	Amount
Middle Avenue Undercrossing	City of Menlo Park	\$2,000,000
Diridon Business Case	Regional Measure 3 VTA Measure B	\$5,300,000 \$1,036,175
Stadler Repair of Damaged EMU Cars	Insurance Proceeds	\$5,335,224
San Francisco Railyards Preliminary Business Case	Prologis	\$250,000
Total		\$13,921,399

Adopted FY2025 Capital Budget : \$132,702,653

Amended FY2025 Capital Budget : \$146,624,052



This misappropriation is confirmed in the [Diridon RM3 Funding Agreement presented at the September 19 VTA Administration and Finance meeting](#) (attached for your convenience) which states:

*“In July 2024, MTC approved the allocation of \$6.3 million for the Diridon project. The \$5.3 million that is part of this funding agreement will be paid for using this RM3 allocation. **The remaining \$1 million in RM3 allocation will be used by VTA to fund other Diridon related activities.**”*

Once again, **the City of San Jose’s \$500K is missing in its entirety.**

5. Steering Committee

5.c “The Steering Committee shall have eight appointed members: two appointed by Caltrain; two appointed by San José; two appointed by VTA; one appointed by MTC; and one appointed by CHSRA.”

It is unclear how the Steering Committee would handle a split vote, so an obvious solution would be to reduce the number of members to seven, specifically: two appointed by Caltrain; two appointed by San José; **one appointed by VTA**; one appointed by MTC; and one appointed by CHSRA. **Another solution could be to reduce the number of appointees to 5** (one appointee per member agency).

5.d “The Steering Committee shall have a Chair and Vice Chair. These positions shall rotate every calendar year between Caltrain, San José, and VTA. The Chair and Vice Chair shall not be held by members from the same Party, unless there is unanimous agreement between Caltrain, San José, and VTA. Caltrain, San José, and VTA shall not be left out of the rotation of these offices, unless the Party chooses otherwise.”

There is compelling evidence that the 15+-year Diridon JPAB fiasco was entirely of VTA’s own making so it is unclear how a VTA chair and/or vice chair could possibly not be detrimental to the Steering Committee. Conversely, MTC have an outstanding track record of establishing and leading the Caltrain Downtown Extension (DTX) Executive Steering Committee and should be given the opportunity to share their expertise at the leadership level.

It is therefore recommended that the AMP Committee consider amending section 5.d as follows:

*“The Steering Committee shall have a Chair and Vice Chair. These positions shall rotate every calendar year between Caltrain, San José, and **MTC**. The Chair and Vice Chair shall not be held by members from the same Party, unless there is unanimous agreement between Caltrain, San José, and **MTC**. Caltrain, San José, and **MTC** shall not be left out of the rotation of these offices, unless the Party chooses otherwise.”*

5.f The Steering Committee shall be public and meet **monthly** (just like the DTX ESC), not quarterly which was the root cause behind the ineffectiveness the Diridon JPAB.

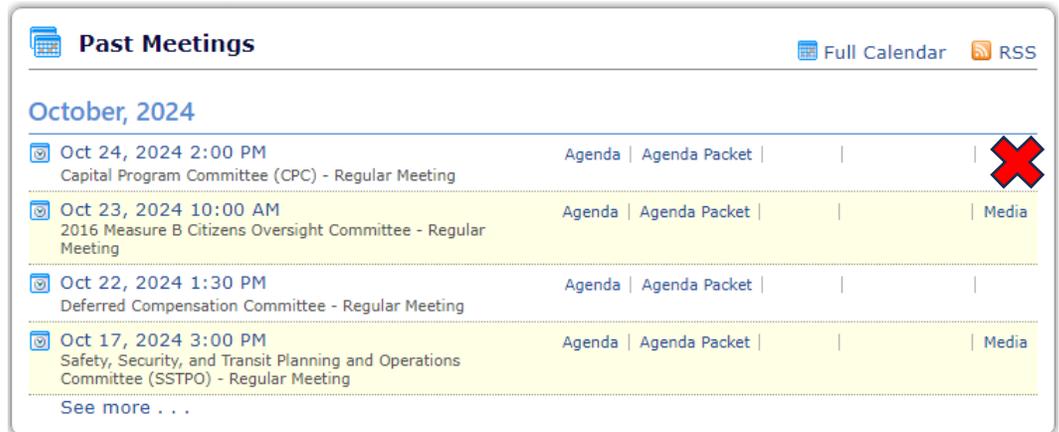
5.g The Steering Committee shall be administered by **SamTrans** (NOT VTA) staff.

Rationale:

- Caltrain is the lead agency for the project (see Section 6 below)
- SamTrans serves as Caltrain’s managing agency
- **SamTrans is the agency responsible for the administration of the JPB-TJPA Joint Ad Hoc Committee Meeting**
- VTA staff have been instructed to intercept comments from members of the public on multiple occasions, including at least one unsolicited proposal from an engineering firm (copies of internal VTA emails available on request).
- VTA have a poor track record of posting meeting video recordings in a timely fashion while SamTrans staff post recordings by close of business on the day of the meeting

Examples:

- o The May 15 Diridon JPAB video was not posted until 5 weeks after the meeting.
- o VTA had not posted the link to the October 24 Capital Program Committee meeting by close of business on October 29 (see screenshot below)



- o **VTA occasionally direct staff to omit posting meeting video recordings on a permanent basis**

7. Principals

Given VTA’s extensive track record of misappropriations of RM3 funds (Section 4 Budget and Funding above), [TWO scathing audits by the California State Auditor for dysfunctional governance](#), a multi-decades-long refusal to integrate the “Diridon BART station” with the “Diridon Caltrain station” and the abysmal “DISC concept” scattering of transit facilities on both sides of West Santa Clara, it is unclear why

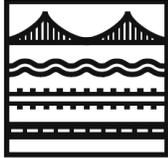
“The Principal for VTA, as the transportation authority of Santa Clara County, shall lead the long-term governance and funding strategies, the legislative advocacy plan, and project coordination in the station area.”

It is therefore recommended that

- 1) The role of the Principal for MTC, as the regional metropolitan planning organization, be enhanced from *“shall lead regional legislative advocacy, funding, and network coordination”* to *“shall lead regional legislative advocacy, the long-term governance and funding strategies, the legislative advocacy plan, as well as project and regional network coordination in the station area.”*
- 2) The role of the Principal for VTA, as the transportation authority of Santa Clara County, be refocused to ***“shall lead the relocation of the existing bus and light rail facilities into an integrated station designed collaboratively by the partners to provide safe and seamless intermodal transfers to and from the surrounding rail infrastructure.”***
- 3) Upon approval of Caltrain as the lead agency by the partners, MTC should identify Caltrain as the RM3 project sponsor and rescind any VTA [“responsibility for the stewardship of all RM3 expenditures for this project”](#).

Respectfully presented for your consideration

Roland Lebrun



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	16
Project Title	San Jose Diridon Station
Project Sponsor	Santa Clara Valley Transportation Authority

Activities to be funded with Allocation #1:					
This allocation will fund planning and early property acquisition for the San Jose Diridon Station Project in Santa Clara County. LONP approved for the PS&E and right-of-way phases for \$30,000,000 on November 16, 2022. <i>7/24/24: Savings from Right of Way purchase rescinded</i>					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
24460801	25-Oct-23	ROW	FY 2023-24	30-Jun-26	\$ 30,000,000
24460801	24-Jul-24	ROW	FY 2023-24	30-Jun-26	\$ (6,181,474)

Cumulative Total - Allocation 1	\$ 23,818,526
---------------------------------	---------------

Activities to be funded with Allocation #2:					
The scope will include engineering, outreach, and project management services needed to begin the environmental clearance process.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
25460802	24-Jul-24	PA/ED	FY 2024-25	30-Jun-25	\$ 6,300,000

Cumulative Total - Allocation 2	\$ 6,300,000
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Cumulative Total - Project 16	\$ 30,118,526
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Regional Measure 3

Allocation of Funds

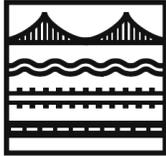
Conditions of Allocation

RM3 Project Number	16
Project Title	San Jose Diridon Station
Project Sponsor	Santa Clara Valley Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	<p>This allocation is contingent upon completion of the following:</p> <p>Agreement between MTC and VTA on the mechanism to ensure the return of RM3 funds used to purchase property for the Project in the event that the Project does not proceed to construction and/or the property in question is not used for the Project.</p> <p>The Agreement shall include the following language:</p> <p>"For the project above, the Santa Clara Valley Transportation Authority submitted an Initial Project Report stating that Project Design would be completed by 2026 and Project Construction would begin in 2028. If Project Design is not completed by December 31, 2028, then the Santa Clara Valley Transportation Authority shall notify the Commission of the status of the project and revised dates for completion of Project Design and start date of Project Construction. If Project Construction does not begin by December 31, 2030 or the project is abandoned prior to such date, then the Santa Clara Valley Transportation Authority shall repay any Regional Measure 3 funds to the Commission inclusive of interest equal to the change in the Consumer Price Index for the San Francisco Bay Area from the date of MTC funding until the date of repayment, unless this agreement is amended to revise these milestone dates. Such repayment shall be made from any/all generally available funds of the Santa Clara Valley Transportation Authority and shall be made no later than one year after the abandonment of the Project or the earlier specified date of December 31, 2030 or such later date as may be agreed upon mutually by the parties. Any modifications must be in writing and approved by the respective boards or their delegates. A restrictive covenant shall be recorded against the parcel purchased using RM3 funds restricting its use to the project purposes. That covenant will be removed upon the earlier of the project's completion or repayment of RM3 advances as described in this paragraph."</p> <p><i>Note 7/24/2024: This condition was satisfied via the execution of Amendment No. 1 to the Master Funding Agreement between MTC and VTA for Planning, Programming, Transportation, Transit, Land Use or Other Projects, and Supplement No. 9 to the Master Funding Agreement.</i></p>

Conditions of Allocation #2	
1	None.



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	16	
Project Title	San Jose Diridon Station	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Santa Clara Valley Transportation Authority		VTA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(16) San Jose Diridon Station. Redesign, rebuild, and expand Diridon Station to more efficiently and effectively accommodate existing regional rail services, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority light rail and buses. The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes. The project sponsor is the Santa Clara Valley Transportation Authority. ☐ ☐	\$100,000	
Sponsor Programming and Allocation Request Action		
The VTA Commission adopted a resolution for the first RM3 allocation request at its meeting on June 1, 2023. The VTA Commission adopted a resolution for the second RM3 allocation request at its meeting on June 6, 2024.		
Detailed Project/Subproject Description		
The San Jose Diridon project will redesign, rebuild, and expand the existing Diridon Station. The redesigned station will more effectively accommodate existing regional rail services, future BART and California High-Speed Rail service, and VTA Light Rail and bus services. Santa Clara Valley Transportation Authority (VTA) is requesting \$30M to fund planning and early property acquisition for the San Jose Diridon Station Project.		



Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	16
Project Title	San Jose Diridon Station
Project Sponsor	Santa Clara Valley Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
PA/ED	RM-3	Yes	\$ 6,300	1-Jul-24	30-Jun-28
	VTA Measure B	Yes	\$ 1,000		
	City of San Jose Local Funds	Yes	\$ 500		
			\$ 7,800		
ENV	TBD		TBD	TBD	TBD
			\$ -		
PSE	TBD		TBD		
ROW	RM-3	Yes	\$ 23,818	25-Oct-23	TBD
	TBD				
			TBD		
CON	TBD		TBD		
Capital Funding Total			TBD		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	16
Project Title	San Jose Diridon Station
Project Sponsor	Santa Clara Valley Transportation Authority

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2023-24	2024-25	2025-26	2026-27	Future committed	Total Amount (\$ thousands)
RM-3	PA/ED			\$ 6,300				\$ 6,300
Measure B	PA/ED		\$ 800	\$ 200				\$ 1,000
City of San Jose	PA/ED		\$ 500					\$ 500
PA/ED Subtotal			\$ 1,300	\$ 6,500	\$ -	\$ -	\$ -	\$ 7,800
								\$ -
								\$ -
								\$ -
ENV Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
PSE Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM-3	ROW		\$ 23,818					\$ 23,818
								\$ -
								\$ -
ROW Subtotal			\$ 23,818	\$ -	\$ -	\$ -	\$ -	\$ 23,818
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3 Funding Subtotal		\$ -	\$ 23,818	\$ 6,300	\$ -	\$ -	\$ -	\$ 30,118
Capital Funding Total		\$ -	\$ 25,118	\$ 6,500	\$ -	\$ -	\$ -	\$ 31,618



Board Action
9256

Diridon RM3 Funding Agreement

Information

Department:	Dept - Transportation Planning	Sponsors:	Chief Planning and Programming Officer Deborah Dagang
Category:	Agreements	Functions:	Fiscal Impact, Legal Review Required

Attachments

[Printout](#)
VTA-Caltrain RM3 Agreement - Draft for BOD (This file has not yet been converted to a viewable format)
[Attachment A](#)

Financial Impact

This action in itself has no direct effect on the existing VTA budgets, This request will be funded through an existing RM3 allocation VTA has with MTC.

Recommendation

Authorize the General Manager/CEO to execute a funding agreement with Caltrain to fund the advancement of the Diridon project.

Item Discussion

EXECUTIVE SUMMARY:

- VTA is entering into a funding agreement with Caltrain to fund the next phase of the Diridon Business Case Analysis.
- This funding agreement will be funded through an existing RM3 allocation VTA has with MTC.

STRATEGIC PLAN/GOALS:

This funding agreement aligns with VTA’s Strategic Plan Business Line 2: Delivering Projects and Programs. This will advance the Diridon Project.

Body

BACKGROUND:

The San José Diridon Station is a major transit hub located within downtown San José, the nation’s 10th largest city and the state’s third-largest. The station area has a long transit history and today supports many modes of transit including Caltrain, Amtrak long distance, Capitol Corridor Joint Powers Authority (CCJPA), Altamont Commuter Express (ACE), VTA light rail and bus service, and regional bus service coming from Santa Cruz

county. with the addition of Bay Area Rapid Transit (BART) and California High Speed Rail Service (CAHSR) and with expanded Caltrain, ACE, and Capitol Corridor and Amtrak service, the future Station is expected to become one of the busiest intermodal stations in North America.

As a result, VTA, Caltrain, City of San José, CAHSR, and the Metropolitan Transportation Commission (MTC) have formed a public agency “partnership” to coordinate their respective capital projects in a manner that realizes the potential for both the transit station facilities and the surrounding development area in a holistic and integrated fashion. Planning efforts have been on-going for some time and VTA and its partners are committed to the planning and reinventing of the Station to reflect the cutting edge of urban design, mixed-use/commercial development, and transportation.

Caltrain, in partnership with VTA, city of San José, MTC, and CAHSR, had previously hired a consultant to conduct a business case analysis. This generally includes engineering, alternatives analysis, quantitative and qualitative assessments of alternatives, outreach support, and other related contractor support to progress the program. The Partner Agencies have completed Phase 1 of the Business Case analysis and this funding agreement will help progress phase 2 which includes additional design refinement, stakeholder review, public engagement, and a cost benefits analysis.

The Diridon project has been funded by various sources in the past including partner agency contributions, grants, VTA 2016 Measure B, and Regional Measure 3 (RM3). As the RM3 project sponsor, VTA is responsible for the stewardship of all RM3 expenditures for this project. Out of the original \$100 million of RM3 funding designated for the Diridon project, \$23.6 have previously been expended on other project-related activities, which leaves a balance of \$76.4 million in available RM3 funding.

Previous phases of the Diridon project have been funded by various sources including grants and contributions from all the partner agencies.

DISCUSSION:

VTA and Caltrain are proposing a funding agreement for up to \$5.3 million in RM3 funding to advance the project. This phase of work will last approximately from October 2024 to April 2025. This phase of work will also be supplemented with funding from other sources including VTA 2016 Measure B.

In July 2024, MTC approved the allocation of \$6.3 million for the Diridon project. The \$5.3 million that is part of this funding agreement will be paid for using this RM3 allocation. The remaining \$1 million in RM3 allocation will be used by VTA to fund other Diridon related activities.

ALTERNATIVES:

The Board could direct staff to negotiate a more limited agreement or may choose to reject the recommendation and request further analysis or defer a decision to another time. However, this would greatly impact and delay the ongoing work related to this project.

CLIMATE IMPACT:

There is no anticipated climate impact as part of this funding agreement.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The item was heard at the Administration & Finance Committee on September 19, 2024. There were no comments from the Committee on this item. The Committee recommended Board approval and placed the item on the Board's consent agenda for October 3, 2024.

Sep 19, 2024 12:00 PM Media

**Administration &
Finance
Committee** **Regular Meeting**

 **Draft**

Jason Kim, Senior Transportation Planner, provided a brief overview of the staff report.

Upon inquiry, Mr. Kim briefly clarified where the funding will be coming from to fund the agreement.

Member Chavez returned to the meeting at 12:25 p.m. and a quorum was established.

M/S/C (Chavez/Lopez) to recommend that the VTA Board of Directors authorize the General Manager/CEO to execute a funding agreement with Caltrain to fund the advancement of the Diridon project.

RESULT: RECOMMENDED

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From: [Caltrain BOD Public Support](#)
To: jsyrkinn@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Fw: Horn noise
Date: Wednesday, October 30, 2024 12:34:14 PM

Dear Judy Syrkin-Nikolau,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for your feedback regarding the electrification of Caltrain and the concerns you have raised about the train horn noise levels. We are pleased to hear that you are excited about the improvements in speed, quietness, and frequency of the new trains.

We understand that the increased volume of the horns can be disruptive, especially during early morning and late evening hours. As per the Federal Railroad Administration (FRA) standards, the maximum volume level for train horns is set at 110 decibels, while the minimum is 96 decibels. We want to assure you that we are currently conducting tests aimed at reducing the train horn decibel level as close to the minimum of this range as possible, all while ensuring compliance with FRA regulations.

Please be assured that we are committed to addressing this issue, but it will require some time and engineering efforts to achieve our goal. We appreciate your patience and understanding as we work towards a solution.

Thank you once again for sharing your thoughts with us.

Kind regards,

Your Caltrain BOD Public Support Team

From: Judy Syrkin-Nikolau <jsyrkinn@gmail.com>
Sent: Wednesday, October 30, 2024 3:55:36 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com)
Subject: Horn noise

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Hello!

I am a resident of San Mateo in the Sunnybrae neighborhood. I am so excited about the electrification of Caltrain, I think it is such a great step forward for the Bay Area and San Mateo. The new trains are faster, quieter, and more frequent.

However, one downside is that the horns seem much louder. I understand that the volume has been increased from the former trains. I strongly would like to encourage caltrain to lower the noise to the minimum 96db to minimize the impact it has on all nearby neighborhoods. I was hoping to get used to the change, but I am awoken by it every morning at 6am and it keeps me awake late in the evening.

Thank you,
Judy

From: Communications Team <communications@samtrans.com>
Sent: Thursday, October 31, 2024 1:41 PM
To: Board (@caltrain.com)
Subject: Latest San Mateo County transportation news

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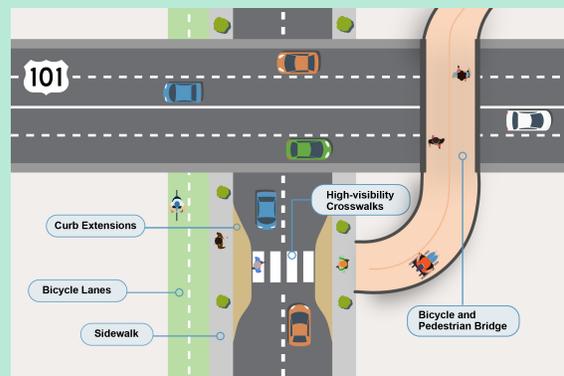
\$105 Million for Highway 101/84 interchange

The federal government's funding will help realize a project that will increase safety, improve traffic flow, and set a new standard for multimodal access.

[Learn more](#)

Use the new TA Active 101 Fund-It Tool

Let the TA know what your top priorities are on projects up and down the 101 corridor with our new online voting tool.



[Vote now](#)



Take the 101 Corridor Connect survey

Public feedback is requested as the TA launches the Mid-County portion of a project that is designed to improve how people and goods move throughout San Mateo County.

[Have your say](#)

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Transportation benefits increase to \$200

Participants in the 101 Express Lanes Community Transportation Benefits Program now get more money to use toward critical transportation needs.

[See the changes](#)



Be a voice for transportation in San Mateo County!

The TA is currently looking for applicants to fill a few vacant seats on its [Community Advisory Committee](#) (CAC).

The CAC is a 15-member volunteer group that acts as a liaison between the public and the Board of Directors, providing valuable input on projects and programs related to the expenditure of sales tax revenues generated by voter-approved Measures A and W.

Committee members are asked to serve a three-year term and should reflect a broad spectrum of interests and geographic areas of the county. Currently, we're looking for residents of Daly City, Colma, Brisbane and South San Francisco, to represent the North County region.

The committee meets in person at 4:30 p.m. on the Tuesday before the first Thursday of every month at the SamTrans headquarters located at 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos.

Apply online (multiple language options available). To receive an application in Spanish or Chinese, email the CAC Secretary's office: brookj@samtrans.com.

Apply here



Forward *Peninsula Moves* to your friends, so they can subscribe too!



Editor: [Randol White](#)

WhiteR@SamTrans.com



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Our mailing address is:

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Loana Lumina-Hsu

From: Dan Lieberman <lieberman@samtrans.com>
Sent: Thursday, October 31, 2024 4:49 PM
To: Board (@caltrain.com)
Subject: Caltrain e-News - October 2024

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• **October 2024** | [View online](#) •

Numbers in for Launch Weekend - Biggest Weekend of 2024

The first weekend of electrified service brought out huge crowds, with over 60,000 riders, three times as many as an average weekend.



[Learn More about Caltrain's New Electric Service](#)



Caltrain Delivers Fans to SAP for the Sharks

Caltrain is running its best service to the SAP Center ever, making it the premier destination for Sharks fans trying to see the action on the ice.

[Learn More about Caltrain's Sharks Service](#)

Warriors Season Kicks Off

Chase Center is the place to catch the Warriors all season long, and Caltrain stands ready to get fans from all over the Peninsula courtside.



[Learn More about Caltrain's Warriors Service](#)



The Elite Meet for Fleet Week

Caltrain carried thousands to Fleet Week in early October, offering everyone the chance to enjoy the festivities for themselves.

Learn More about Fleet Week

Caltrain Participates in the Great ShakeOut

Caltrain took part in the Great ShakeOut on Oct. 17, and encouraged all its riders to make sure they're prepared for the next earthquake.



Learn More about Earthquake Safety

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UPCOMING EVENTS

- November 7 - [Caltrain Board Meeting](#) - San Carlos Station
- November 17 - [49ers vs. Seahawks](#) - Mountain View Station
- November 26 - [Cyndi Lauper](#) - San Francisco Station



Join our team!

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- [Rail Vehicle Engineering Manager](#)
- [Senior Engineer, Traction Power OCS](#)

Learn More about Job Opportunities at Caltrain



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Editor: Dan Lieberman

LiebermanD@Samtrans.com

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Our mailing address is:

1250 San Carlos Ave. San Carlos, CA 94070

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From: [Phil King](#)
To: [Board \(@caltrain.com\)](#)
Subject: Train horn volume
Date: Friday, November 1, 2024 10:30:14 AM

[You don't often get email from phil.king@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hi

I'm delighted by the new electric trains and have enjoyed riding them several times this month.

That said, a number of neighbors have noticed that the horn signals in San Mateo seem louder. I think they're louder and a different tone than the old horn. This erases the benefit of years of "tuning them out" that we've all done. I wish Caltrain would have used exactly the same tone as the old trains, and the same volume, right from day 1. Perhaps the tone can be adjusted? Is the volume also being reduced to the old level?

Are the speakers / horns on the new trains also at the same height as the old trains? I believe some years ago the horns on the old trains were moved to reduce how far the noise travels. Either way, I'd really encourage trying to get to parity with the old trains to help neighbors habituate and get back to ignoring the noise ASAP.

Thank you!

- Phil King
San Mateo Caltrain fan