



JPB Board of Directors
Meeting of June 5, 2025

Correspondence as of May 9, 2025

Subject

1. BSVII Project - Construction Update
2. Yes Suicide
3. Re_ San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring
4. Regionally coordinated transit funding. SamTrans 4J, C_CAG Legislation 4.4, C_CAG 4.4
5. Re_ Caltrain using Gas Leaf Blowers at Palo Alto station at night, in violation of local ordinance

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Thursday, May 1, 2025 5:54 PM
To: Board (@caltrain.com)
Subject: BSVII Project: Construction Update

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BART SILICON VALLEY PHASE II EXTENSION PROJECT



UPDATE: As of May 1st, construction hours at the West Portal site at Newhall Yard & Maintenance Facility will continue between the hours of 7 a.m. to 7 p.m., Monday through Friday. An update will be shared as soon as the extended hours and Saturday work for construction is confirmed to begin.

We're committed to sharing the latest with you! Sign up for more updates [here](#).

Have a question for us about Phase II?

Visit www.vtabart.org or email us vtabart@vtabsv.com



BART SILICON VALLEY PHASE II EXTENSION PROJECT

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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From: [Liz Powers](#)
To: [Board \(@caltrain.com\)](#)
Subject: Yes Suicide
Date: Wednesday, May 7, 2025 7:38:22 AM

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Dear Caltrain Board:

It is unconscionable that more young people, more ANY age people, young or old, continue to commit suicide on this high speed train after SO MANY have done so already. My sister was one of them in 2024. And now, to see young people using this method in 2025 is devastating to ALL of us, especially those of us who will live this nightmare for the rest of our lives.

As a business service entity, you have a social and moral responsibility to do something about the many lives tragically lost on your train tracks. It is your ETHICAL responsibility to MAKE THE TRACKS INACCESSIBLE. I can tell you first-hand that this type of suicide is very destructive, not just to the family and friends, but to the engineers on those trains. I do not care how you raise the revenues, but raise them, and hire people who are smart enough to figure out how to make these tracks inaccessible. (Maybe hire all of us, the family members. I guarantee you we would figure it out.) Please, do not at all raise the "they will do it anyway" argument. That is an insult and disregard for the danger of Caltrain and the many, many traumas that have occurred ON YOUR WATCH, ON YOUR RAILS.

How horrifying it is for us. How can you not do something? Can this Board of Directors stand up?

Sincerely,
Elizabeth E. Powers

From: [Anne de la Rosa](#)
To: [Caltrain Construction](#); [Navdeep Dhaliwal](#); [Board \(@caltrain.com\)](#); [Lisa Diaz Nash](#); [Alex Khojikian](#); [Mike Johnson](#); [BrianP](#); [Rachel](#); [Thomas Butler](#); [Chris Brousseau](#); [alee@cityofsanmateo.org](#)
Subject: Re: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring
Date: Wednesday, May 7, 2025 8:57:24 AM

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It has been over 3 months since these tests were conducted. Has the City of San Mateo been notified of any results? Can someone from the City please follow up on this and keep me informed?

Thank you. Anne de la Rosa 1093 S B St, San Mateo, CA 94401 650-346-3682

On Wed, Jan 29, 2025 at 4:36 PM Anne de la Rosa <agdelarosa27@gmail.com> wrote:

I just spoke to the workers who are conducting the vibration and noise monitoring and they said they are only allowed to do it on Caltrain right of way and not on the city streets. Yet the email sent by Caltrain below states testing will be done on sidewalks. The testing just started being set up 3:15pm today and there's a meeting over this issue with the City of San Mateo TOMORROW evening. HOW CAN WE GET TESTING DOWN CLOSER TO OUR HOMES between 10th and 11th Avenues before this meeting? Has Caltrain requested with San Mateo and been denied or has Caltrain chosen not to do this testing in the area where they have been told the problems exist?

Please extend the measurement hours to 5 am - 1 am to include the two trains that seem to cause the most disturbance. The first train (that doesn't even appear on the schedule, it might be a repositioning train that goes through Hayward Park around 5:42 am and the last train in the evening around 12:24 am. I hope that testing will also include measurements comparing the NB track vs SB track. Our issues are only with the SB tracks. Biggest issues are with the faster trains.

Hoping Caltrain will finally come thru for us, and remedy these vibration issues for us, but the City of San Mateo needs to insist that vibration testing take place closer to our homes and not let Caltrain ignore the damage being caused to our homes and our health by this set out track that should never have been constructed in a residential neighborhood in the first place.

Anne de la Rosa
650-346-3682
1093 S B St
San Mateo CA 94401

----- Forwarded message -----

From: **Anne de la Rosa** <agdelarosa27@gmail.com>
Date: Tue, Jan 28, 2025 at 6:40 PM
Subject: Re: San Mateo Replacement Parking Track Project - Vibration and Noise Monitoring
To: Caltrain Construction <construction@caltrain.com>
CC: Navdeep Dhaliwal <dhaliwalN@caltrain.com> <akhojikian@cityofsanmateo.org>

The strongest vibrations are from the early morning train around 5:24am and the after midnight trains. Can the measurement times be extended? It seems like faster trains cause more vibration.

Hope there's a monitor placed near 1017-1099 s b st.

Also, We'd appreciate a comparison between the north and southbound trains. We have no issues with NB trains.

To be clear, we think all the vibration issues are from all the soil that was brought in for side track. The vibration issues started the day the setout track was connected to the main.

Anne de la Rosa
650-346-3682
1093 S B St, San Mateo, CA 94401

On Tue, Jan 28, 2025 at 4:23 PM Caltrain Construction <Construction@caltrain.com> wrote:

Dear, Mrs. De La Rosa,

We are reaching out to you to provide an update regarding noise and vibration monitoring. Caltrain will be performing vibration and noise monitoring at various locations between 9th and 12th Avenue starting Wednesday, January 29, through Friday, January 30, between 6:00 AM and 12:00 AM. Residents may notice small equipment on the Caltrain right-of-way and on sidewalks during this time. Please note that the schedule is subject to change due to weather conditions.

If you have any questions please let us know.

Best,

Caltrain Team

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Anne de la Rosa
agdelarosa27@gmail.com

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Anne de la Rosa
agdelarosa27@gmail.com

From: [Adina Levin](#)
To: [Board \(@samtrans.com\)](#); [Board \(@smcta.com\)](#); [Board \(@caltrain.com\)](#); [dsternkopf@smcgov.org](#); [Mima Crume](#); [MTC-ABAG Info](#)
Cc: [Charpentier, Sean \[scharpentier@smcgov.org\]](#); [Jessica Epstein](#); [Rebecca Long](#)
Subject: Regionally coordinated transit funding. SamTrans 4J, C/CAG Legislation 4.4, C/CAG 4.4
Date: Wednesday, May 7, 2025 12:01:16 PM
Attachments: [Regional Transit Funding Joint Letter Spring 2025.pdf](#)

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Dear transportation agency boards,

Attached please find a joint letter from organizations, elected officials and advisory members urging San Mateo County agencies to support a regionally coordinated approach to transit funding.

Thank you for your consideration,

- Adina

Adina Levin

Executive Director

Seamless Bay Area

<https://seamlessbayarea.org>

650-646-4344

May 7, 2025

Re: Regional Transit Funding

To: SamTrans Board
SMCTA Board
C/CAG Board

CC: Caltrain Board
Metropolitan Transportation Commission

Honorable Commissioners and Board Members,

We urge you to support a regionally coordinated strategy to fund public transportation, to address the fiscal cliff facing agencies including BART and Caltrain, and to ensure progress on regional transit coordination initiatives that make the system more user-friendly and that are helping to regrow transit ridership.

Over the last five years, the region has been making significant progress with an all agency transit pass pilot that has increased ridership by 40% among participants, better service coordination, and easy to use, coordinated signs that help easily get where they are going. Our counties have the opportunities to rise to the occasion and participate in a regionally coordinated approach to transit funding.

In poll after poll, voters say that they want to prevent transit service cuts, and they want the system to be more convenient and better coordinated.

To get voter support, we will need a strategy that makes the public transportation system better. It will be difficult to ask voters to increase taxes for a measure that will deliver service cuts and that ends initiatives to improve coordination, rather than continuing and improving.

Without this funding, Caltrain, BART, and the region's other highest ridership agencies will face major service cuts, which will limit access, reduce transit ridership, add to greenhouse gas emissions, and compound traffic congestion. Improving public transportation will help boost our economy, make the Bay Area more affordable for all residents, connect our communities, help reach our housing goals, and increase accessible and safe mobility options for all.

Agencies and counties have been negotiating to ensure that funding options fairly address local needs. Thanks for supporting local needs while ensuring that we save, improve, and coordinate service.

Sincerely,

<p>Evelyn Stivers Housing Leadership Council of San Mateo County</p> <p>Jordan Grimes Greenbelt Alliance</p> <p>Matthew Jones Silicon Valley Bicycle Coalition</p> <p>Ben McMullan Center For Independence of Individuals with Disabilities San Mateo County</p> <p>Sandra Lang Peninsula ParaTransit Advisory Committee</p> <p>Sarah Hubbard Sustainable San Mateo County</p> <p>Lauren Weston Executive Director Acterra: Action for a Healthy Planet</p> <p>Leora Tanjuatco Ross Peninsula for Everyone</p> <p>Karen Grove Menlo Together</p> <p>Adina Levin Seamless Bay Area</p>	<p>Juslyn Manalo Daly City City Council Member</p> <p>Tom Hamilton San Bruno City Council Member</p> <p>James Coleman South San Francisco City Council Member</p> <p>Isabella Chu Redwood City City Council Member</p> <p>Chris Sturken Redwood City City Council Member</p> <p>Betsy Nash Menlo Park City Council Member</p> <p>Adam Loraine San Mateo City Council Member</p> <p>Phoebe Shin Venkat Foster City City Council Member</p> <p>Rick Bonilla Former Mayor, City of San Mateo</p> <p>Auros Harman San Bruno Planning Commission Chair</p> <p>Max Mautner, San Mateo SamTrans CAC Member</p> <p>John Baker South San Francisco Planning Commissioner</p> <p>John Ebnetter San Mateo Planning Commissioner</p> <p>Katie Behroozi Menlo Park Planning Commissioner</p>
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From: [Caltrain BOD Public Support](#)
To: [Helene Grossman](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Caltrain using Gas Leaf Blowers at Palo Alto station at night, in violation of local ordinance
Date: Thursday, May 8, 2025 10:10:01 AM

Dear Helene Grossman,

Thank you for bringing this to our attention. Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well.

We sincerely apologize for the use of a gas-powered leaf blower at the Palo Alto Caltrain station on the evening of April 29, 2025. We understand and share your concerns regarding both compliance with local ordinances and alignment with Caltrain's sustainability commitments.

We have spoken with the company contracted and have made it clear that this violation is unacceptable. They have assured us that this will not happen again.

We appreciate your vigilance and your advocacy for a cleaner, quieter, and more responsible transit environment.

Thank you again for your feedback.

Sincerely,

Your Caltrain BOD Public Support Team

From: Helene Grossman <helenegrossman@gmail.com>
Sent: Wednesday, April 30, 2025 6:03:15 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Caltrain using Gas Leaf Blowers at Palo Alto station at night, in violation of local ordinance

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

Dear Caltrain Board of Directors,
I am writing again regarding Caltrain's use of gas-powered leaf blowers (GLBs) at its stations. I previously raised this issue concerning the San Francisco 4th and King station. Today at 7:30 pm, I observed a GLB in use at the Palo Alto Caltrain station, directly violating Palo Alto's longstanding ordinance, which prohibits GLBs in residential areas entirely and restricts their use in commercial areas after 6 pm.

Caltrain should respect and comply with the ordinances of the cities it serves. Moreover, the sale of gas-powered leaf blowers is now banned throughout California due to their significant environmental impact, including pollution, smog contribution, and extreme noise generation. It is puzzling and disappointing to see Caltrain continue employing these outdated and harmful devices.

Recently, Caltrain invested \$2.5 billion in electrifying its trains to modernize service, enhance environmental sustainability, and reduce noise. Continuing to use GLBs contradicts this commendable initiative, undermines Caltrain's stated goals, and negatively impacts both rider and community experiences.

I kindly request Caltrain immediately discontinue using gas-powered leaf blowers at all stations to align with your commitments to sustainability, public health, and community standards. For reference, here are video recordings of the incident—though captured from across the street amid traffic, they clearly demonstrate the use and nuisance caused by these devices ([video1](#), [video2](#))

Thank you for your attention. I look forward to your response and to seeing Caltrain lead by example in sustainability and environmental stewardship.

Sincerely,

Helene Grossman