



JPB Board of Directors
Meeting of August 7, 2025

Correspondence as of June 13, 2025

#	<u>Subject</u>
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- | | |
|----|---|
| 1. | Fwd: Administrative Review Request Confirmation - Cite #52002949- Lic #01LAL129 |
| 2. | Open Letter to the Caltrain Board: Scrutiny of Project Leadership and Fiscal Responsibility |
| 3. | City Council Item 2.27 At-Grade Station Alternative and Diridon Program |
| 4. | RE: Parking fees not equitable – <i>Staff clarification</i> |
| 5. | FW: Complaint |
| 6. | Re: Complaint – <i>Staff response</i> |

From: [Lizette Alvarado Lamig](#)
To: [Board \(@caltrain.com\)](#)
Subject: Fwd: Administrative Review Request Confirmation - Cite #52002949- Lic #01LAL129
Date: Saturday, June 7, 2025 5:35:41 PM
Attachments: [Documentation of Clipper Receipt and Cipper # \(2\).pdf](#)

You don't often get email from lizette12901@gmail.com. [Learn why this is important](#)

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

Dear Peninsula Corridor Joint Powers Board,

I am writing to formally contest a fare evasion citation I received on Train **#518 Express at 4:20 PM from San Francisco Station**. My name is Lizette Alvarado Lamig, and I have been a consistent Caltrain rider, always ensuring proper fare payment.

I obtained my Clipper card during my youth, and it has since transitioned to an adult card as I aged. My mobile Clipper card clearly indicates "Adult," and I have been paying adult fares consistently. This is the first citation I have ever received, and I believe it was issued in error. My clipper card on my phone shows adult on it and I have been paying adult fares the entire time I have been using it.

Upon receiving the citation, I contacted **Clipper Customer Service**. They **confirmed** that the Clipper system automatically transitions youth cards to adult status upon reaching the age of 18, utilizing the birthdate information associated with the account. Therefore, my card has been correctly categorized, and I have been charged the appropriate adult fares.

It appears that the citation may have been issued without verifying the fare type associated with my Clipper card. I would appreciate it if your agency could review this matter, considering the following:

- My Clipper card reflects adult status.
- I have consistently paid adult fares.
- Clipper's system automatically updated my card status based on my age.

I will provide supporting documentation, including:

-

Screenshots of my Clipper card showing adult status.

-
- A confirmation of my appeal
-
- Payment history demonstrating consistent adult fare payments.
-
- Any additional information required to resolve this issue.

I have already requested an appeal and I kindly request that this citation be dismissed and my record cleared, as it does not accurately reflect my adherence to fare policies. I value the integrity of Caltrain's operations and trust that this matter will be addressed promptly. As a company, you have to demonstrate fairness and respect the customer that has been following the rules. I have been doing just that and felt taken advantage of the situation and I hope it is made right.

Thank you for your attention to this matter. I look forward to your response and a resolution to this issue.

Sincerely,

Lizette Alvarado Lamig

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

From: **CALTRAIN-Online Appeals** <donotreply@pticket.com>

Date: Fri, Jun 6, 2025 at 5:42 PM

Subject: Administrative Review Request Confirmation - Cite #52002949- Lic #01LAL129

To: <Lizette12901@gmail.com>

Parking citation administrative review confirmation.

===== PERSONAL INFORMATION =====

Date/Time : 6/6/2025 5:40:26 PM

Last Name : ALVARADO LAMIG

First Name : LIZETTE

Home Address : 1122 WHIPPLE AVENUE APT13
REDWOOD CITY CA 94062
US

Phone : 650-739-6851 ext:

E-Mail: Lizette12901@gmail.com

===== CITATION INFORMATION =====

Citation/Ticket Number: 52002949

License/Vin: 01LAL129 CA

Issue date : 06/06/2025 16:46:00

Reason for contesting:

My clipper card says adult on it and I have been paying Adult fares. They violated me for using a youth card which I dont understand why. I tried explaining and I was sure that it was an Adult card since I have been paying adult fees the whole time. There were kids sitting in front of me so Im not sure if the person got confused with their card information but my clipper card on my wallet does say adult on it. I will attach receipts and clipper card number with the document. I will very much appreciate to clear up any misunderstanding, thank you so much.

If you wish to submit additional evidence to support your claim, please indicate method (U.S. mail or fax). All evidence must be submitted within 3 days of this appeal. For additional evidence to be considered you must submit a copy of the confirmation.

=====

Reference Date: 6/6/2025 5:40:26 PM

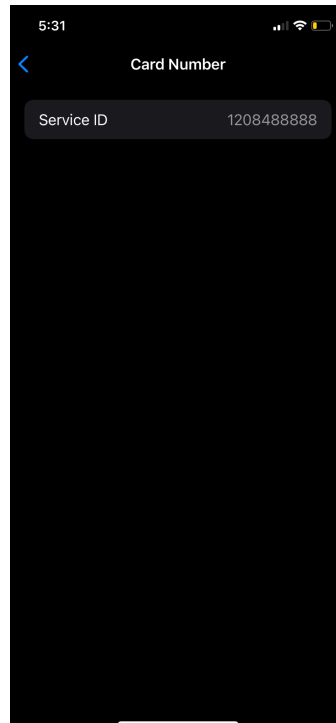
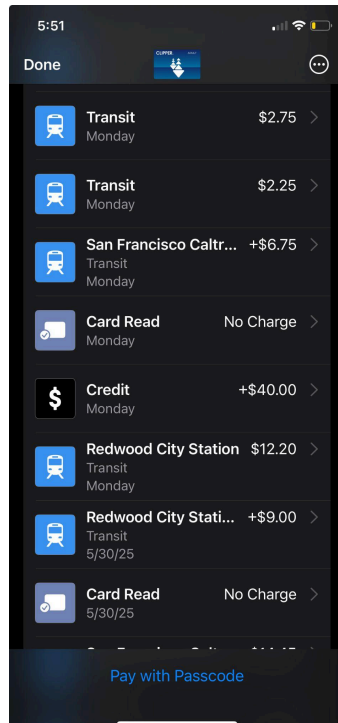
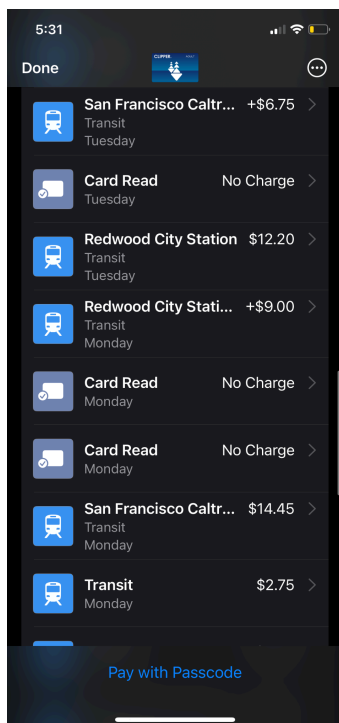
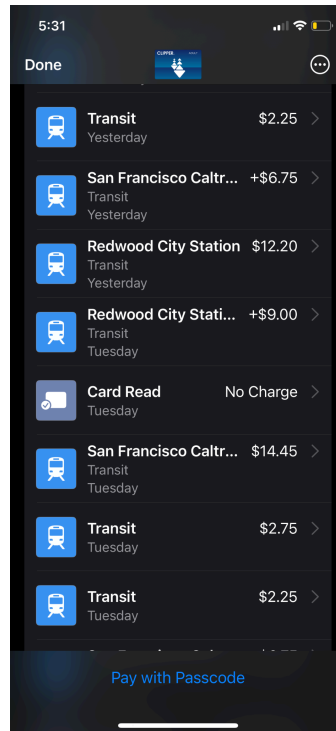
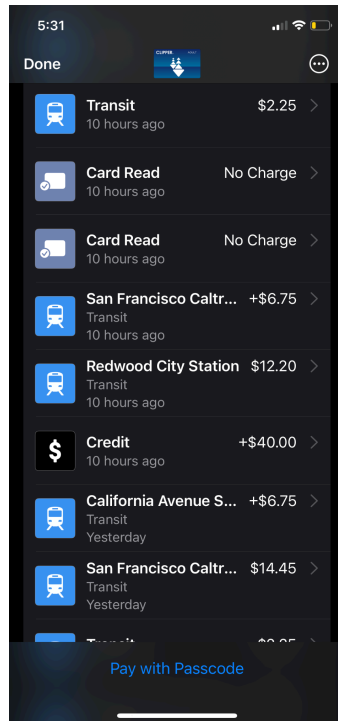
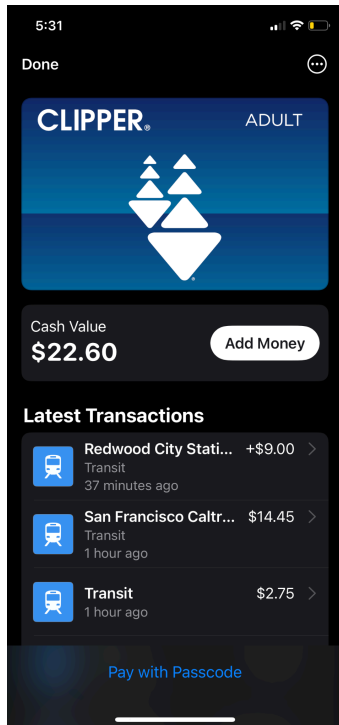
Thank you for taking the time to fill out a review form. Your appeal is now under review and the fine is placed on hold until a decision is entered. At this time, you will not be required to pay the fine.

You should expect to receive a response within 30 days from the above date. If you do not receive a response within 30 days from the above date, please call 800-525-8553 to request the status of your appeal. Please have the citation number and reference date (above) available when you call. You may also check the status of your appeal at <https://www.pticket.com/CALTRAIN>.

If you change your address during this time frame, please call us so that we can update your records and send our response to the appropriate address. You will be responsible for additional penalties if the address is not current or correct.

PLEASE NOTE CONTESTING THE CITATION DOES NOT CLEAR YOUR RECORD. YOU ARE RESPONSIBLE FOR FOLLOWING UP ON YOUR APPEAL. To avoid penalties please check the status of your appeal at <https://www.pticket.com/CALTRAIN>. or by calling 800-525-8553

For your records, please keep this form attached to the original citation.



Zone 2 - Millbrae - San Mateo - Redwood City ↔ Zone 1 - San Francisco - San Bruno

Clipper Card should be tagged at boarding and exiting stations to assess proper fare deduction.

Adult	\$6.00
Adult (Clipper)	\$5.45
Discount - Youth/Senior/Disabled	\$3.00
Discount - Clipper	\$2.85

At Millbrae Station Clipper card must be tagged off separately before transferring to BART.

Dear Caltrain Customer Service,

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I am prepared to provide supporting documentation, including:

- Screenshots of my Clipper card showing adult status.
- Payment history demonstrating consistent adult fare payments.
- Any additional information required to resolve this issue.

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Thank you for your attention to this matter. I look forward to your response and a resolution to this issue.

Sincerely,

Lizette Alvarado Lamig

From: [Chrissy Field](#)
To: [Board \(@caltrain.com\)](#); [Public Comment](#)
Subject: Open Letter to the Caltrain Board: Scrutiny of Project Leadership and Fiscal Responsibility
Date: Monday, June 9, 2025 9:44:24 PM
Attachments: [publickey - chrissyfield@protonmail.com - 0x739DB4CF.asc](#)
[signature.asc](#)

To the Esteemed Members of the Caltrain Board of Directors,

I am writing to you today to voice significant concerns regarding what appears to be a pattern of mismanagement within Caltrain. This pattern, in my view, has led to the misallocation and waste of public funds, substantial delays in critical infrastructure projects, and deficiencies in personnel management.

A recurring factor in the issues I wish to highlight pertains specifically to the leadership of certain critical projects. My primary concern centers on the Guadalupe River Bridge Replacement Project. This project already has a documented history of cost and schedule overruns, with its original projection of \$30 million now escalated to a latest estimate of approximately \$90 million; roughly triple the initial budget. While these past overruns occurred before her involvement, Sherry Bullock has recently been placed in charge of this project at a crucial and challenging juncture.

Ms. Bullock's prior experience, to my knowledge, has primarily been with the Peninsula Corridor Electrification Project (PCEP). This project itself experienced significant challenges, costing more than double its original budget and completing several years late. Furthermore, the PCEP also had notable safety issues, including a tragic fatality in March 2022 when a Caltrain train collided with construction materials near San Bruno, resulting in a derailment and fire. This prior experience, while substantial, is fundamentally different in scope and technical requirements from complex civil engineering endeavors such as bridge construction. Even if PCEP had been managed well (which it was not), this experience would not qualify Ms. Bullock for her new role.

A crucial question for the Board is this: Does Caltrain adequately vet the qualifications of individuals leading critical infrastructure projects, particularly those involving complex engineering like bridge construction? For a project as sensitive as the Guadalupe River Bridge Replacement Project, especially given its troubled history and outstanding Notices of Violation from the EPA, it is imperative that the project leader possesses demonstrated experience in bridge construction. The decision to assign this project to a leader without apparent direct experience in bridge building, particularly when the project is in such a difficult state, raises serious questions about adherence to best practices for project leadership selection.

Furthermore, it is my understanding that Ms. Bullock has been engaged by Caltrain as a consultant for program management work for many years. This continuous engagement at consultant rates, on the same type of work for various projects, without apparent competitive bidding, appears to represent a violation of California public code for hiring and procurement. This long-term, non-competitive arrangement raises questions about accountability and the responsible use of public funds.

I urge the Board to conduct a thorough and transparent review of these matters, specifically focusing on project oversight for critical infrastructure, the qualifications of personnel assigned to these vital roles, and adherence to Caltrain's hiring and procurement policies. Addressing these issues is essential to restoring public confidence and ensuring the efficient and responsible use of taxpayer money.

Sincerely,

A Concerned Caltrain Rider

From: [Roland Lebrun](#)
To: City.clerk@sanjoseca.gov
Cc: [Board \(@caltrain.com\)](#); [cacsecretary \(@caltrain.com\)](#); [Caltrain, Bac \(@caltrain.com\)](#)
Subject: City Council Item 2.27 At-Grade Station Alternative and Diridon Program
Date: Tuesday, June 10, 2025 4:06:15 AM
Attachments: [Item 2.27 Diridon City Council June 10 2025.pdf](#)

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

Dear Sir or Madam,

Please find attached my public comments on this item and add them to the packet

Thank you

Roland Lebrun

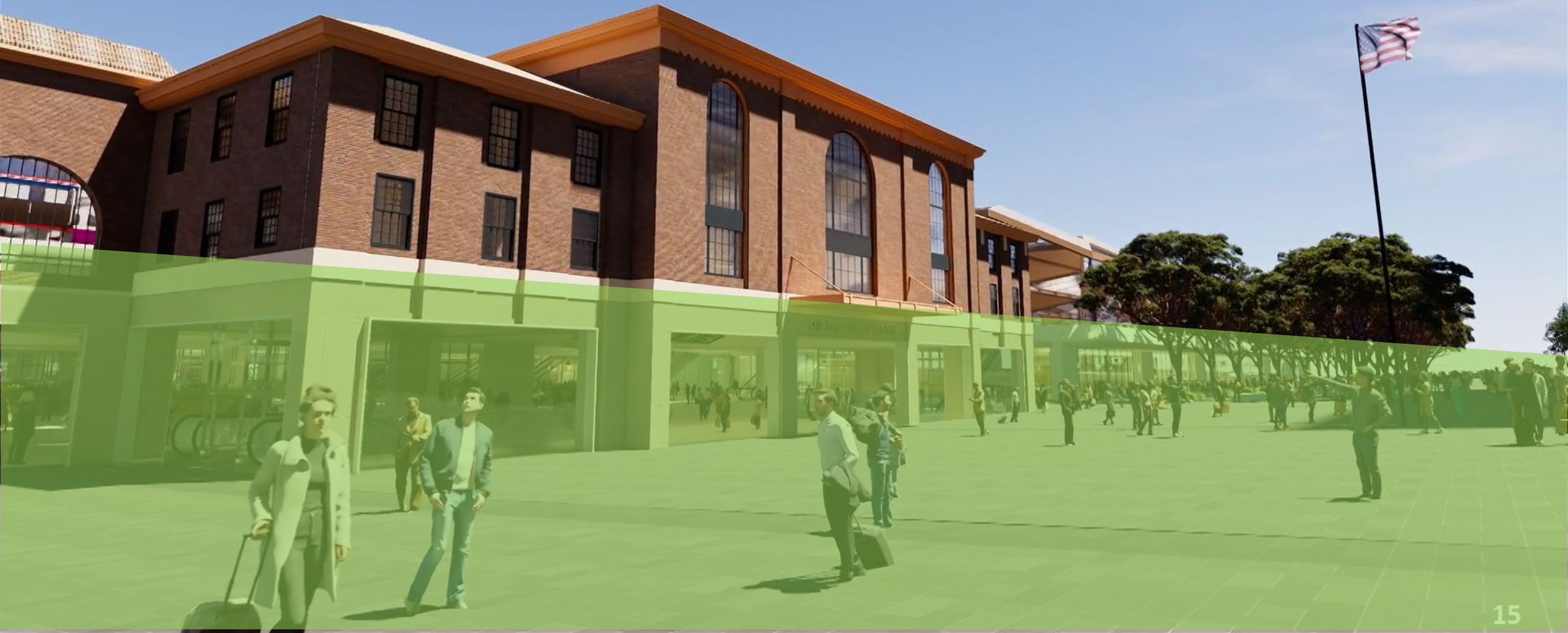
Putting Diridon back on track

Why the “at grade” alternative was never going to work
and how to fix it without impacting the Historic Depot,
The Alameda, Stockton, Vespaio, Whole Foods
or anything else on the west side of the tracks

Fatal flaws

- “At grade” is 20 feet below Los Gatos Creek/Guadalupe embankment
 - 20-foot drop impacts The Alameda, Stockton and Whole Foods
 - 20-foot Paseo de San Fernando “Big Dip” conflicts with the light rail
- The PG&E substation conflict was addressed in the Downtown West EIR
- **The one-block shift to the north impacts the Vespaio apartment complex**
- The light rail realignment bisects Downtown West (conflicts with EIR)
- **The light rail realignment conflicts with the Historic Depot**
- There is no integration between BART and the light rail
- Buses, Kiss & Ride and taxis are on the wrong (north) side of Santa Clara
- **The I280 viaduct is completely missing**

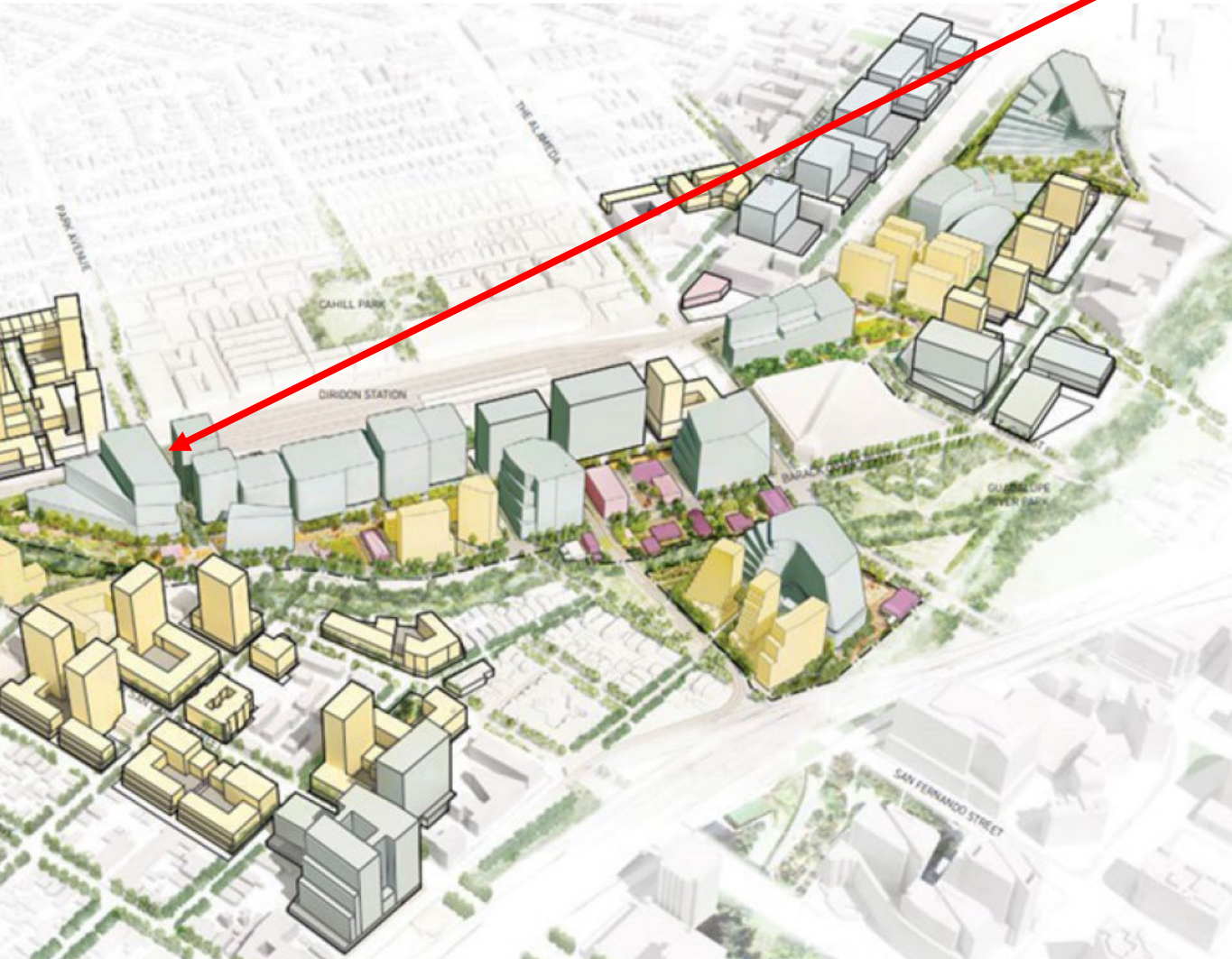
The regrading of Downtown West moves the entire station 20 feet below the creek embankment



The Paseo de San Fernando “Big Dip” conflicts with the light rail alignment

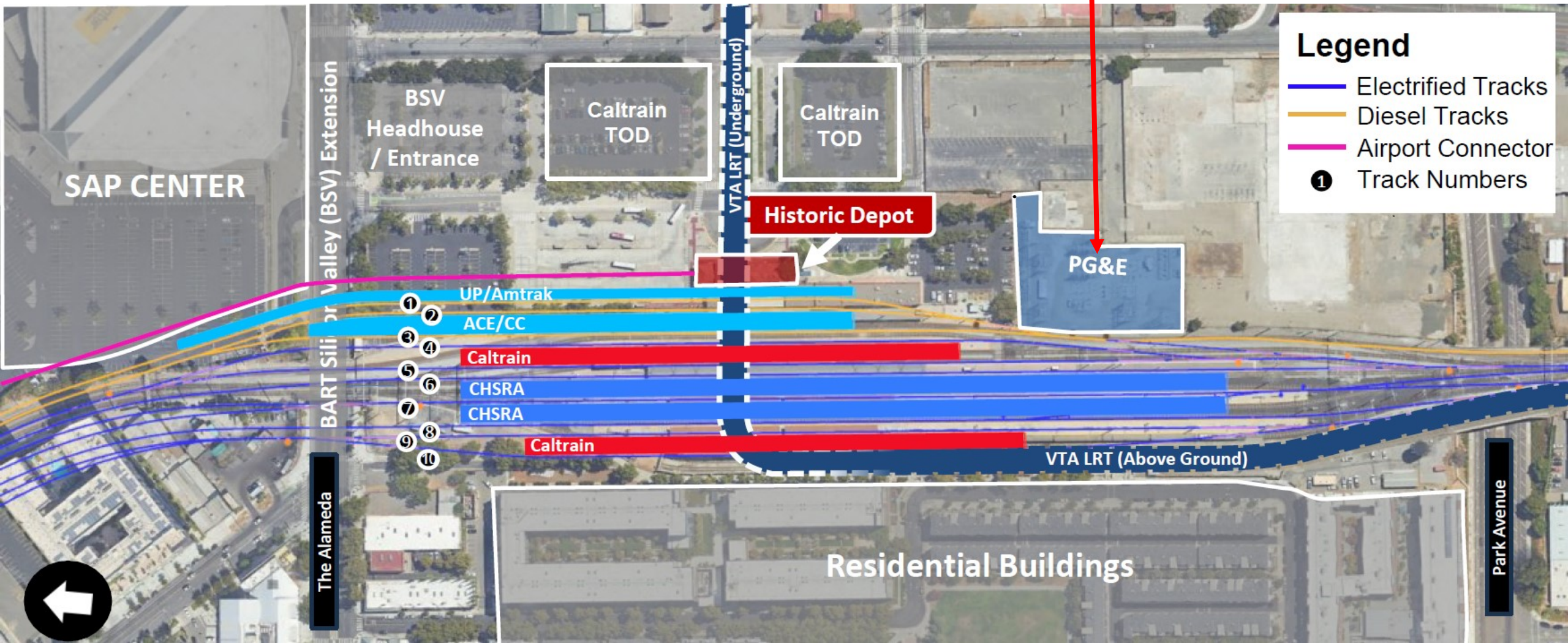


The Downtown West EIR eliminated the PG&E substation conflict



- Significant redevelopment opportunity
 - Connect and extend Downtown
 - Caltrain TOD
 - SAP Arena
- Diridon Station Area Plan
 - 12,900 new homes
 - 14.7M sq.ft. office/commercial uses
- 2021 Google development entitled

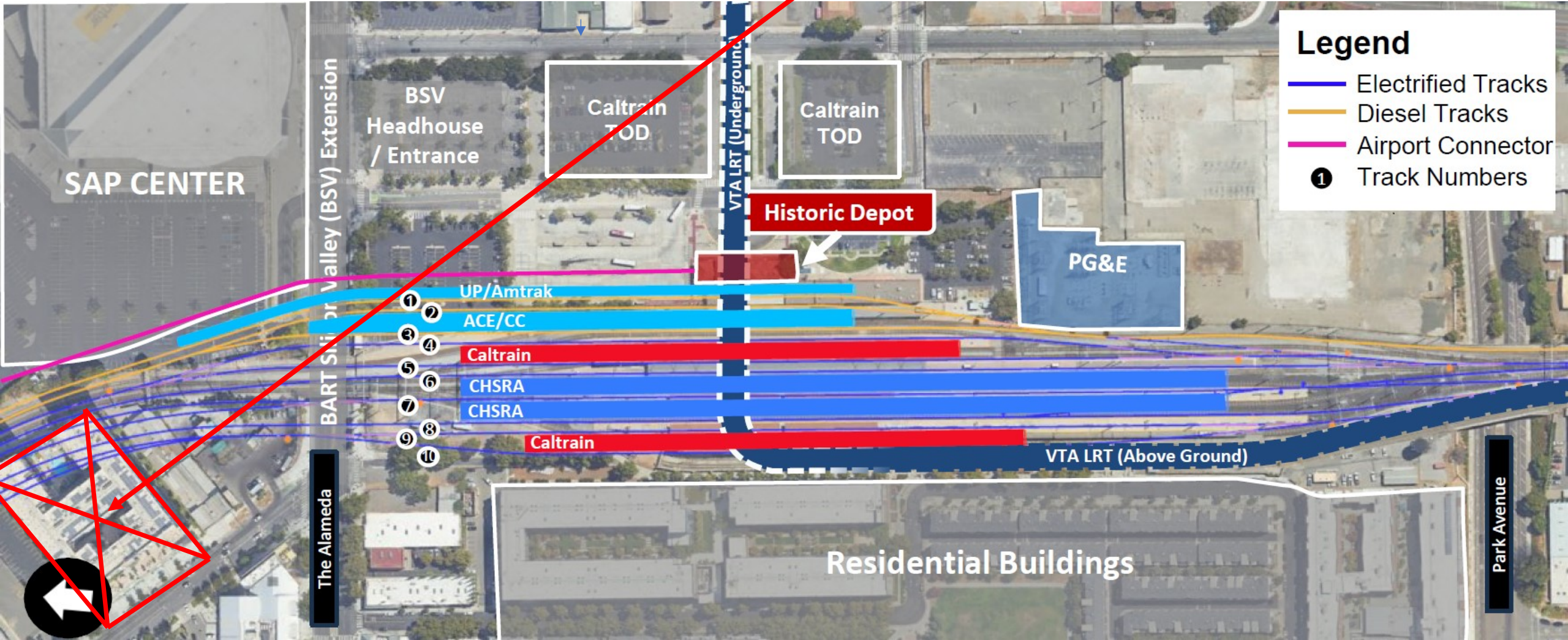
Designing around the existing PG&E substation resulted in shifting the station platforms one block too far north



Designing around the existing PG&E substation resulted in shifting the station platforms one block too far north



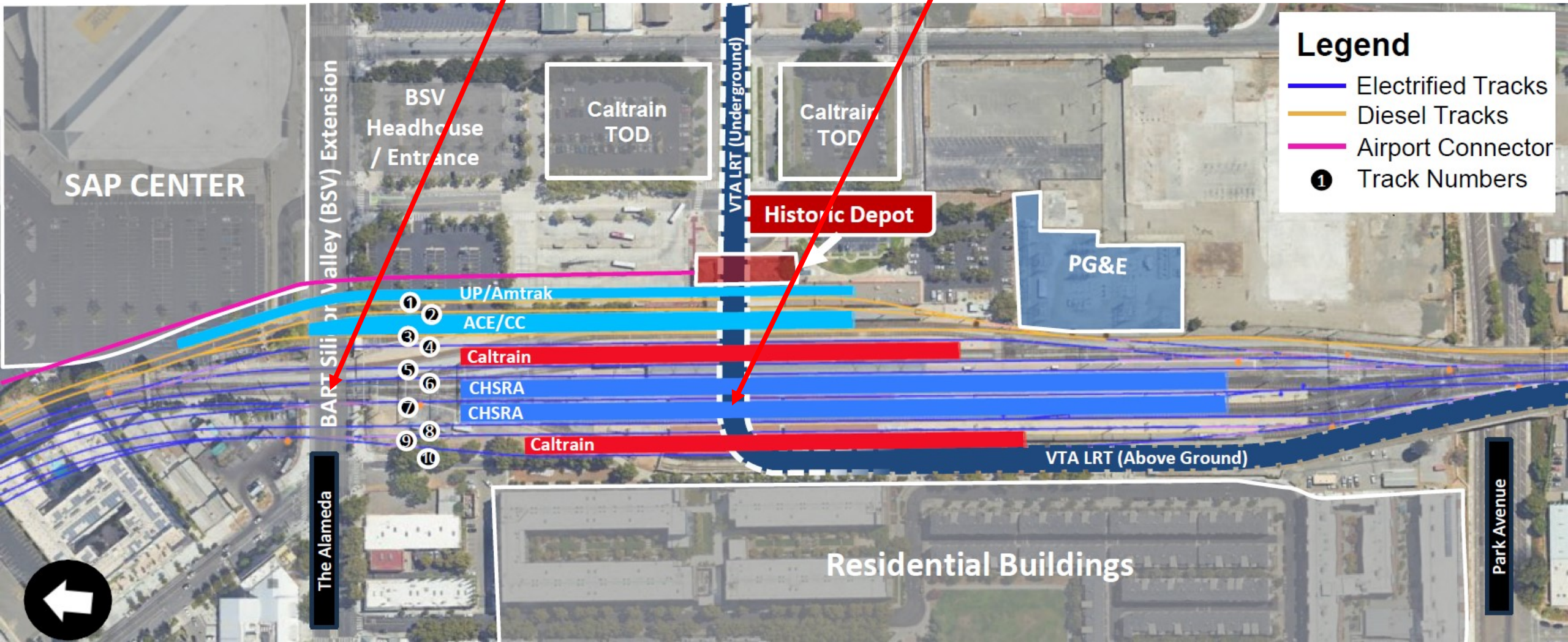
Shifting the station platforms one block too far north resulted in impacts on the Vespaio Apartment complex



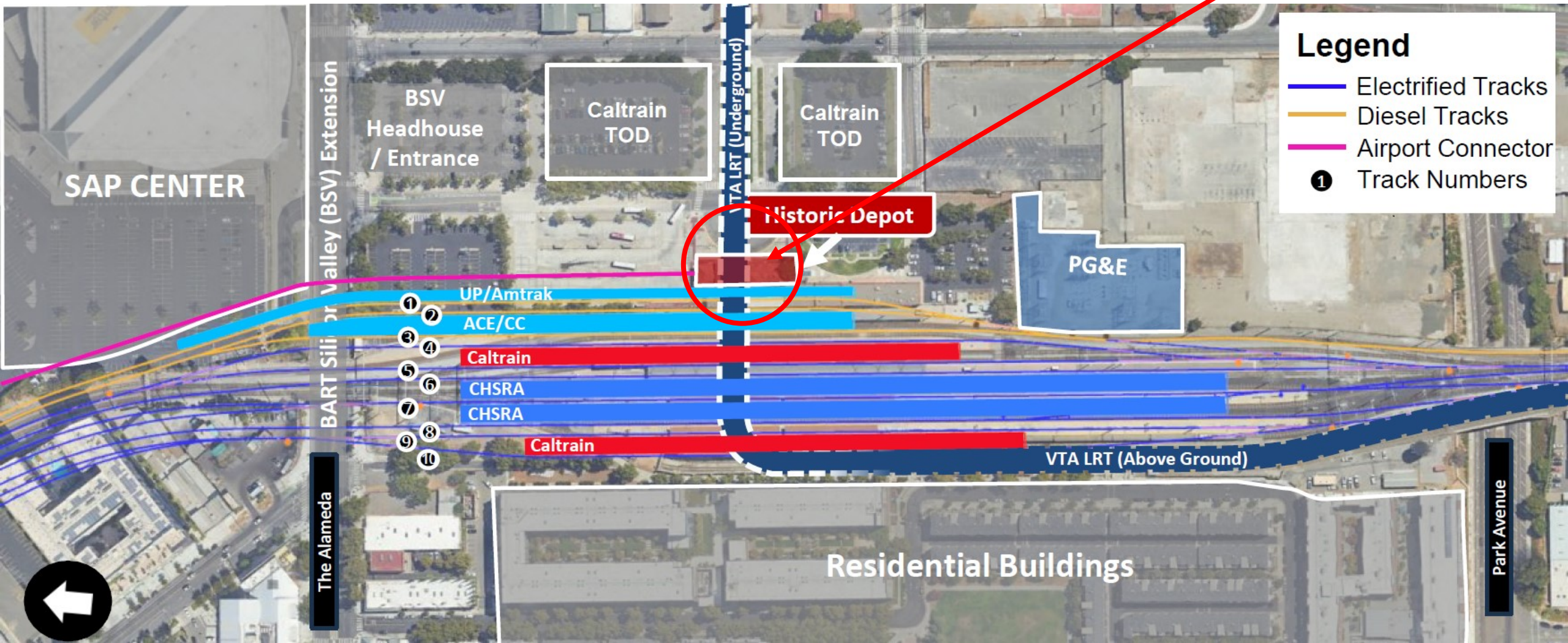
The lack of grade-separation between vehicular traffic, bikes and peds introduces multiple Vision Zero conflicts



There is no integration between
BART and the light rail



The light rail realignment bisects Downtown West (conflicts with EIR) and conflicts with the Historic Depot



The light rail tunnel realignment requires a complete demolition and reconstruction of the historic depot



The iconic gateway to Downtown San Jose is missing





From: [Hannah Greenberg](#)
To: [Board \(@caltrain.com\)](#)
Cc: [Margaret Tseng](#)
Subject: RE: Parking fees not equitable
Date: Tuesday, June 10, 2025 3:54:24 PM

Hi Margaret,

Apologies for the delayed reply. Jason is correct. We are not currently considering changes to our parking pricing right now. Please let me know if additional information is needed for a response.

Thanks,
Hannah

-----Original Message-----

From: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Sent: Thursday, May 22, 2025 2:11 PM
To: Hannah Greenberg <GreenbergH@caltrain.com>
Subject: FW: Parking fees not equitable

Hi Hannah.

Please see below. Some of our Board emails were recently discovered in the Board Junk Email inbox. They were forwarded to Jason and Casey for review. Forwarding per Jason.

Thanks,

Margaret

-----Original Message-----

From: Jason Dayvault <DayvaultJ@caltrain.com>
Sent: Thursday, May 22, 2025 1:57 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: RE: Parking fees not equitable

Hannah Greenberg is my parking contact, but I don't think there are any slated changes to the parking cost structure at this time.

All the best,
Jason

From: Winnie <winw.nc@gmail.com>
Sent: Tuesday, May 20, 2025 8:53 AM
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Parking fees not equitable

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

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Hi there,

I feel the inconsistency of not charging parking from Tamien/ San Jose and south beyond is not right or equitable.

Why should I pay for parking that costs SO MuCh? \$5.50 to park and other Zones more south does not need to pay??

This is unheard of. It is so backward.

Please make admirable changes.

It also should not cost so much to park.

Hear me out and others too, thank you.

W

From: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: FW: Complaint
Date: Tuesday, June 10, 2025 5:57:11 PM

DSO & CS - recovered from Board@caltrain Junk Email Folder. Please process - LLH

-----Original Message-----

From: Adam Perez <rperezadam55@gmail.com>
Sent: Tuesday, June 10, 2025 5:23 PM
To: PRA <pra@caltrain.com>; Board (@caltrain.com) <Board@caltrain.com>
Subject: Complaint

Some people who received this message don't often get email from rperezadam55@gmail.com. Learn why this is important <<https://aka.ms/LearnAboutSenderIdentification>>

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One of your train conductors from burlingame to sf is rude and garbage. Please train your staff about customer service !

From: [Caltrain BOD Public Support](#)
To: rperezadam55@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Complaint
Date: Wednesday, June 11, 2025 7:54:28 AM

Dear Adam Perez,

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. Thank you for reaching out, and I'm very sorry to hear about your experience.

To help us look into this further and address the issue appropriately, could you please provide a few more details, such as the date, time, and train number of your trip from Burlingame to San Francisco? This information will allow us to identify the crew involved and follow up as needed.

We appreciate you bringing this to our attention.

Best regards,

Sarah Nabong

Your Caltrain BOD Public Support Team

-----Original Message-----

From: Adam Perez <rperezadam55@gmail.com>
Sent: Tuesday, June 10, 2025 5:23 PM
To: PRA <pra@caltrain.com>; Board (@caltrain.com) <Board@caltrain.com>
Subject: Complaint

Some people who received this message don't often get email from rperezadam55@gmail.com.
Learn why this is important <<https://aka.ms/LearnAboutSenderIdentification>>

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

One of your train conductors from burlingame to sf is rude and garbage. Please train your staff about customer service !