



JPB Board of Directors  
Meeting of October 9, 2025

Correspondence as of September 12, 2025

#     Subject

1. Issue: Not in service restroom
2. Re: Dangers at Morgan Hill Caltrain Station Main Driveway – *Staff response*
3. Parking Lease
4. Re: Casey Fromson
5. RE: Incident Report – Suspicious Individual Filming Passengers– *Corresponder's Reply to Staff's response*
6. RE: Parking Lease – *Staff response*
7. Caltrain rail safety – AI
8. The Bay Area Deserves better transit-- support SB 1031, the Connect Bay Area Act.
9. Fwd: Add Inexpensive Pedestrian Safety Project to CIP
10. FW: Caltrain Customer Service Recording Form: 984159 – *Staff response*
11. Re: Incident Report – Suspicious Individual Filming Passengers – *Staff response*
12. September 10 Programming & allocations Item 3a RM3 funding for Diridon Station project
13. Re: Add Inexpensive Pedestrian Safety Project to CIP – *Staff response*
14. Stolen EBike from train on Sunday
15. Letter from SAMCEDA and Chamber San Mateo County re: SB 63
16. Letter of Support from San Mateo County Local Elected Leaders re: SB63



17. Letter from Caltrain re: Caltrain Comments and Recommendations Regarding Surface Transportation Reauthorization

**From:** [Saratogalook](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Issue: Not in service restroom  
**Date:** Friday, September 5, 2025 2:43:02 PM

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Some people who received this message don't often get email from saratogalook@yahoo.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.

I'm sitting in local 137 train today  
The only restroom on board not in service on car 3191  
4 people wanting to use it. San Jose to San Francisco.  
What is a person to do? Pee on the floor?

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

**From:** [Caltrain BOD Public Support](#)  
**To:** [sieblawneushi@icloud.com](mailto:sieblawneushi@icloud.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Dangers at Morgan Hill Caltrain Station Main Driveway  
**Date:** Friday, September 5, 2025 4:08:03 PM

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Dear Caltrain Rider and Concerned Citizen in Morgan Hill,

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 sharing your concerns regarding the lane markings and parking lot lines at the station. We understand your safety concerns and appreciate you bringing this to our attention.

Please note that the station driveway and associated lane markings are under the jurisdiction of the Santa Clara Valley Transportation Authority (VTA). We recommend contacting VTA directly to report this issue so they can address it promptly.

Thank you again for your vigilance and for helping to keep the Caltrain community safe.

Sincerely,

Your Caltrain BOD Public Support Team

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From: sieblawneushi@icloud.com <sieblawneushi@icloud.com>  
Sent: Friday, September 5, 2025 2:50:25 AM (UTC+00:00) Monrovia, Reykjavik  
To: Board (@caltrain.com)  
Subject: Dangers at Morgan Hill Caltrain Station Main Driveway

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

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Dear Sir, Mam,

Head-on collision is a real risk because the traffic lane marking of the station's main driveway are completely faded.

The lane markers of main station driveway have completely faded. The left turn lane lines and arrows are gone. Newcomers turning left into the driveway from Butterfield often drives right onto the left-turn portion of the exit lane. Cars exiting the station needing to make a left will be smack dab in that lane. This is a head-on collision waiting to happen especially when it is dark and raining.

Please do not wait until it is too late. It is not worth risking the safety of Caltrain riders and their



loved ones. Please paint the markers ASAP before Winter rain arrives.

Furthermore, the parking lot parking lines are all fading. We often have cars either parked too far forward or too far back or straddling lines. Please also repaint these markings.

Thank you very much for your attention,  
From a caltrain rider and a concerned citizen in Morgan Hill.

**From:** [Ling Choi](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Parking Lease  
**Date:** Friday, September 5, 2025 5:23:14 PM

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Hi,

I was looking into my lease agreement for the parking lot for my business over at

Royal Donut  
1090 Burlingame Ave. Burlingame, CA  
Customer ID LEA190

Im not quite sure who to contact about it. Would you mind directing me to the person who I could speak to about it. Appreciate it.

Thanks,  
Ling Choi

**From:** [Michael Herrick](#)  
**To:** [Jan Alexis Salandanan](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Casey Fromson  
**Date:** Sunday, September 7, 2025 5:42:25 PM

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Some people who received this message don't often get email from michael.c.herrick@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 Alexis and Board:

This problem persists. My wife and son just waited 25 minutes for a Southbound train at Hayward Park. When the 5:26 arrived it was on the Northbound track with no warning/no indication/no announcements. When my wife and 6-year-old son attempted to sprint around to the Northbound track to board the 5:26 train, the doors were closed in their faces and the train pulled off. They are now waiting another 30 minutes, on the Hayward Park platform, not knowing which track the train will arrive on. Not only is this Caltrain, lack of adequate communication, situation inconvenient and unfortunate, it is downright dangerous. The employee of the FTA who reached out to me several years ago after my pungent email to the Board ought to follow up again ... if he is even employed still by the FTA given the assault on responsible Federal employees we have all witnessed this year.

The new, electric, Caltrains are wonderful. Good job implementing. That Caltrain \*refuses\* to use their message boards to alert people to a track switch in situations like these is simply unconscionable. Moreover, that conductors, arriving on the wrong track, do not use extra care to see whether people on the "right" platform need extra time to reach the "wrong" platform, is also a grave customer service error. Train engineers can clearly see if people are waiting on the "correct" platform as they pull into a station. That they do not radio the conductors to wait for those passengers is simply a basic error of service and incredibly sloppy.

Sincerely,  
Michael

On Tue, Sep 5, 2023 at 3:31 PM Michael Herrick <[michael.c.herrick@gmail.com](mailto:michael.c.herrick@gmail.com)> wrote:

Dear Alexis,

Thank you for your response. Within but a week or two I did receive two very positive responses from the vantage point of both communication and safety/operations review so I was really impressed by the alacrity with which substantive communication happens when sending a pungent email to the Board.

Empowering more of the staff within customer service itself, at Caltrain, may well have achieved some of the same results, without the pungency, more than a year ago? I recall that the first time I called customer service about this issue the rep was kind, knew about the general issue itself and had, herself, been affected by it while traveling on Caltrain.

I wish you well with all of the changes and improvements coming to Caltrain in the coming years.

Michael

On Tue, Sep 5, 2023 at 11:42 AM Jan Alexis Salandanan <[SalandananJ@samtrans.com](mailto:SalandananJ@samtrans.com)> wrote:

To Michael Herrick,

Thank you for contacting Caltrain. We are sorry to see, however, that it was due to concerns you had with our Communications team. We sincerely apologize for the poor impression you were left with of our service. We at Caltrain are well aware of the importance of clear communication in public transit—at every level of our service. And we also know this can best be accomplished with a deep understanding of the Communications field, with theory guided by practical experience.

Rest assured, our goal at the San Mateo County Transit District has not changed; Caltrain is still committed in providing our community with safe and reliable transit service. Even with the challenges posed by the final stages of our Caltrain Modernization project, we are well aware it remains our responsibility to ensure our customers receive the service we have advertised and they, in turn, expect. If we fall short of this goal, know that we will work to address the issue in order to meet the professional standard we have as a public transit agency—and improve beyond it.

To that end, know that your comments on your recent experiences travelling with us, along with your concerns about our service and staff, were forwarded to the proper parties for review. Additionally, a copy of this correspondence will be sent to our Board of Directors. Thank you for taking the time to share your experiences with us and for riding Caltrain.

Kind regards,

**Alexis Salandanan**

San Mateo County Transit District

Customer Service Dept.

[1250 San Carlos Avenue](#)

[San Carlos, CA 94070-1306](#)

1-800-660-4287

[www.smctd.com](http://www.smctd.com)

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**From:** Michael Herrick <[michael.c.herrick@gmail.com](mailto:michael.c.herrick@gmail.com)>  
**Sent:** Thursday, August 3, 2023 4:17 PM  
**To:** Board (@[caltrain.com](mailto:board@caltrain.com)) <[board@caltrain.com](mailto:board@caltrain.com)>  
**Subject:** Casey Fromson

You don't often get email from [michael.c.herrick@gmail.com](mailto:michael.c.herrick@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 Caltrain Board,

I understand that in good policy governance a Board does not get immediately involved in operational decisions. Caltrain's current communication situation, with its ridership, has reached such a nadir that I see no other options. If you do not implement change for the better, immediately, riders will begin to lobby the federal government to claw back funds the electrification project has received to date due to misuse.

Riders will also leave. In my case, that means simply leaving the Bay Area. Without viable public transit, a city ceases to be a city. I suspect many other riders work from home due to this issue, thus contributing to the current economic death spiral of some SF districts. Or, they are on the roads, unlikely ever to return to a transit system that has treated them so badly.

I suspect that the root of the communication failures about track changing lies in poor and irresponsible communication by the contractors doing the electrification track work. If they are empowered to make track changes without first creating a communication handshake, including precise details as to time and stations involved, with Caltrain's central systems desk, then that is a problem which Caltrain should have been solving long ago. This problem may be entirely outside the control of the Caltrain communications office itself.

I in mid-July, however, I confirmed that Casey Fromson has not attempted to spearhead a visible effort, internal to Caltrain, to create a backup communication loop to attempt to

limit damage to customers. An attendant, or conductor(?), on the 5:39 Northbound from Menlo Park confirmed that he does have the ability to communicate to the central system desk as soon as he sees that his train is switching tracks. He does not because he thinks he needs a button, personally, to effect the necessary electronic billboard changes at the station he is approaching. Current technology should be able to effect a change to affected station billboards within 2-3 minutes, total, from the time a conductor sees that his train has switched tracks. It's not the conductor's job to create this backup communication system and empower himself. Casey Fromson is positioned within Caltrain to enable this empowerment of its employees to serve the communication needs of customers.

This backup communication method would require communication teamwork within Caltrain itself. This method, a backup to the primary communication responsibility of the contractors, would be in service to the ridership—the point of Caltrain's existence and, in theory, it's primary source of funding.

Or is this, in fact, the point of Caltrain? One wonders after reviewing Casey Fromson's credentials to be Chief Communications Officer for Caltrain. She seems to have no training or credentials in communication. I respect on the job training and experience but her career experience is telling. All of her communication bona fides have to do with the political processes by which Caltrain procures public funding. Which seems to help answer the question in the negative. Caltrain's purpose may in fact have little or nothing to do with serving riders and providing a valid, self-sustainable public transit option. Perhaps this board is primarily invested in acquiring money for the local economy to support construction jobs and to secure channels of regular public funding to operate a mirage public transit service which does not actually pay much attention to the people transiting? Certainly the fact that the construction contractor has the power and authority to suddenly divert trains without obligation to communicate this change to the fee-paying ridership is an indication of whose bread Caltrain seems to be buttering.

That would align with the bizarre historical maps I come across when transferring each morning to BART at Millbrae. That so much money has been devoted to electrifying an antiquated freight track system when there has always been the possibility to extend BART under or above El Camino Real from Millbrae to Santa Clara seems odd to put it mildly. Pouring "electrification" money into completing BART would have achieved grade separation everywhere while also bringing so many more benefits to society through the type of organic and natural economic growth which underlies the strength and vitality of megacity economies and truly civil societies.

I'm not enamored of the phrase systemic racism, but it's difficult to see Caltrain's existence in any other light. Knowing Stanford's practice to keep black workers out of offices and in dining halls and residence hall service only, during the exact historical period when the communities in its orbit were busy tanking the obvious and simple method for delivering sound public transit in the Bay Area, causes one to more than

wonder.

As the board overseeing Caltrain it is not your job to replace Casey Fromson. Perhaps she is amazing and should be running the whole operation, and not just communications. The disconnect between her past communication chops and Caltrain's day-to-day communication needs is revealing of something.

I drafted this email on a day in July when I sprinted around from the Northbound Menlo Park platform to the Southbound one at 5:39 AM. That day I told the attendant enough was enough after completing my tenth Millbrae or Menlo sprint in the past year only to watch some trains blithely pull away. Perhaps my words to him had an effect. This morning in Menlo Park there were some last minute announcements communicated at 5:37 allowing two of us to traverse the tracks safely before the barriers went down. But 5 minutes later, in RWC, a whole gaggle of passengers boarded shocked, confused and exhausted. I guess they don't ride Caltrain much. And, I suppose they may not make many forays on it in the future. Why Menlo could get the news but RWC, with 5 extra communication minutes, did not indicates something amiss.

I hope you are able to bring some good to Caltrain and the Bay Area ridership as a result of this email. I'll drop a printout of it in snail mail for Secretary Buttigieg's office in case they can provide you some assistance to help out riders—beyond the trickle down effect of money poured into the Bay Area economy through construction dollars provided through Eshoo's efforts on Capitol Hill.

Sincerely

Michael Herrick

Menlo Park, CA

**From:** [Sarah Bernard](#)  
**To:** [Caltrain BOD Public Support](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Incident Report – Suspicious Individual Filming Passengers  
**Date:** Monday, September 8, 2025 9:24:33 AM

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

Good morning Sarah,

Thank you for your response to the report I submitted on August 23 regarding the incident that occurred the same morning at the Sunnyvale Station. I appreciate you documenting it.

Since then, I observed the same individual again on September 8 at 7:46 AM, walking toward the Mountain View Station on Castro Street. At that time, his face was visible, and I was able to note additional identifying details:

- Ethnicity: African American, dark complexion
- Hair style: Short locks/twists
- Height/Build: Approximately 5'9", slender
- Clothing: Same all-black outfit with backpack as previously described (verify that back pack is tan in color)
- Likely route: Walking toward Mountain View Station via Castro Street & California St

Given the similarity in behavior and attire, I believe this is the same person I initially reported. I wanted to ensure these details are added to the record in case they are helpful in identifying patterns or connecting reports from other riders.

I also want to note that I now have the transit police number and will contact them directly if I see this individual filming or engaging in concerning behavior again. Thank you again for your attention to this matter.

Best regards,

Sarah Bernard (she/her)

[Fenwick](#) | Audio Visual Supervisor | +1 650-428-4406 | [sbernard@fenwick.com](mailto:sbernard@fenwick.com)

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**From:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>



**Sent:** Tuesday, August 26, 2025 7:46 AM  
**To:** Sarah Bernard <sbernard@fenwick.com>  
**Cc:** Board (@caltrain.com) <board@caltrain.com>  
**Subject:** Re: Incident Report – Suspicious Individual Filming Passengers

**\*\* EXTERNAL EMAIL \*\***

Dear Sarah Bernard,

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 taking the time to share the details of your experience at the Sunnyvale Station. We understand how unsettling this must have been and we appreciate you bringing it to our attention so it can be documented.

Your report has been noted and shared with the appropriate teams. For incidents such as this, we strongly recommend that you contact the **Transit Police directly at (877) 723-7245** while it is occurring, so officers can respond in real time. If you ever feel unsafe, please also do not hesitate to call 911.

We value your safety and the safety of all passengers, and we appreciate your vigilance in reporting this concerning behavior.

Sincerely,

Sarah Nabong  
Your Caltrain BOD Public Support Team

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From: Sarah Bernard <[sbernard@fenwick.com](mailto:sbernard@fenwick.com)>  
Sent: Saturday, August 23, 2025 12:29:09 AM (UTC+00:00) Monrovia, Reykjavik  
To: Board (@caltrain.com)  
Subject: Incident Report – Suspicious Individual Filming Passengers

[You don't often get email from [sbernard@fenwick.com](mailto:sbernard@fenwick.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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

Good afternoon,

I would like to report an incident from this morning's commute:

Date/Time: August 22, 2025, ~7:30 AM

Location: Sunnyvale CalTrain Station, northbound platform (north end)

Train: 507, boarding at 7:32 AM

Details:

While waiting to board, I observed a man filming me directly with his phone. Description: approximately 5'9", slender build, dressed entirely in black with hood, scarf, gloves, large black sunglasses and wearing a backpack. His face and hands were fully covered.

What concerned me was that when I stepped back a few paces, he adjusted to keep me in frame. He then boarded the same train (front car, front door) immediately after me and proceeded upstairs.

This is not the first time I've noticed this individual. About a month ago at the Mountain View station, I saw the same man filming women specifically. Another passenger I speak with regularly also witnessed both incidents.

Although no immediate threat was made, his repeated behavior of targeting women with recording is concerning, and it made me feel intimidated. This may fall under harassment or stalking under California law.

I am submitting this report so the incident is documented and in case other riders report similar experiences.

Thank you for your time and attention.

Sincerely,

Sarah Bernard

AV Supervisor at Fenwick & West LLC

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**From:** [Nadine Fogarty](#)  
**To:** [lmchow@gmail.com](mailto:lmchow@gmail.com)  
**Cc:** [John Zaimes](#)  
**Subject:** RE: Parking Lease  
**Date:** Monday, September 8, 2025 9:31:42 AM

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Dear Ling Choi,

Thank you for reaching out. I am copying John Zaimes, who is the primary contact for all Caltrain leases. He can also be reached at (650) 508-6306.

Thank you,  
Nadine

**Nadine Fogarty**  
**Director, Caltrain Real Estate and Transit Oriented Development**  
1250 San Carlos Ave. San Carlos, CA 94070  
Office: 650.551.6171 Cell: 650.208.6574  
Website: [Caltrain](#)



**SAFETY**  
FIRST AND ALWAYS

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

From: Ling Choi <[lmchow@gmail.com](mailto:lmchow@gmail.com)>  
Sent: Friday, September 5, 2025 5:23 PM  
To: Board (@caltrain.com) <[board@caltrain.com](mailto:board@caltrain.com)>  
Subject: Parking Lease

[Some people who received this message don't often get email from [lmchow@gmail.com](mailto:lmchow@gmail.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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

Hi,  
I was looking into my lease agreement for the parking lot for my business over at

Royal Donut  
1090 Burlingame Ave. Burlingame, CA  
Customer ID LEA190

Im not quite sure who to contact about it. Would you mind directing me to the person who I could

Speak to about it. Appreciate it.

Thanks,  
Ling Choi

**From:** [Julia Nunes](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Caltrain rail safety - AI  
**Date:** Monday, September 8, 2025 1:15:09 PM

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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 Rail Safety Team,

My name is Julia Nunes, and I am a journalist working on an article about the recent rail safety installation near Palo Alto High School. I am reaching out to gather accurate information directly from your team to ensure that my piece reflects the latest safety measures and community impacts.

I would greatly appreciate it if you could provide detailed answers to the following questions:

1. Could you describe the type of safety installation recently implemented near Palo Alto High School? What specific safety features does it include?
2. What prompted the installation of this system at this particular location? Was it in response to a particular safety concern or study?
3. How does this new installation enhance rail safety for students, pedestrians, and motorists in the area?
4. Were there any unique challenges during the planning or installation process?
5. How will the effectiveness of this safety measure be monitored or evaluated over time?

Thank you so much!

**From:** [Emily Cibelli](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** The Bay Area Deserves better transit-- support SB 1031, the Connect Bay Area Act.  
**Date:** Monday, September 8, 2025 11:29:37 PM

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

Caltrain Board of Directors Board of Directors,

Bay Area transit needs to be much better, but is at risk of becoming much worse due to funding shortfalls. For the region to meet its climate, economic growth, affordability, air quality, public health, and justice goals we need drastically improved transit service.

In order for all Bay Area residents to have affordable, abundant, accessible mobility, each of our 27 transit agencies needs to provide significantly more service. That means more frequency, more routes, more hours of service, and better coordination between agencies. Bay Area residents deserve to be able to depend on transit for all their various mobility needs in their neighborhood and throughout the wider community.

Bay Area voters must be given the opportunity to vote for additional funding for transit agencies to provide the high quality transit services our communities deserve. The State and Federal governments also need to step up and provide funding for transit service, but we can't wait for help from above.

I urge you to support SB1031 (Wiener/Wahab), the "Connect Bay Area Act." It would authorize putting a critically important regional public transportation measure on the 2026 ballot that would enable voters to provide the funding needed to stop service cuts to Caltrain, BART, and Muni, and fund service improvements in VTA's visionary network, SamTrans, as well as all 27 Bay Area transit agencies.

The measure would also strengthen service coordination among the agencies. As Bay Area residents and workers, our lives take us across city and county lines. But unlike the seamless driving experience that connects all local, county and state roads, our transit experience is far from smoothly coordinated. Lack of coordination makes transit unnecessarily difficult, holds back ridership, and puts a heavy toll on people who depend on transit and those with long commutes due to our region's housing affordability crisis.

The bill can and should be strengthened— for example, highway expansion is unnecessary, and it should prioritize progressive revenue sources. Please work with the bill authors, transit agencies and community stakeholders to make this essential bill the best it can be for our communities, climate, and economy.

But efforts to strengthen the bill should not threaten its viability. Without this bill, no Bay Area transit agency will be able to offer the coordinated service our communities need. Also, without this bill, many transit agencies will be forced to slash service: stranding riders, clogging our

roads, fouling our air, and stalling our economy.

I urge you to support SB 1031, the Connect Bay Area Act.

Sincerely,

Emily Cibelli

[emily.cibelli@gmail.com](mailto:emily.cibelli@gmail.com)

6212 Santa Cruz Ave.

Richmond, California 94804-5347

**From:** [John Brazil](#)  
**To:** [Michelle Bouchard](#); [Board \(@caltrain.com\)](#)  
**Cc:** [chazanc@caltrain.com](#); [provenzed@caltrain.com](#); [Baltazar Lopez](#); [Gonzales, Robert](#); [karen.gauss@mountainview.gov](#); [Whyte, Brandon](#)  
**Subject:** Fwd: Add Inexpensive Pedestrian Safety Project to CIP  
**Date:** Tuesday, September 9, 2025 10:40:26 AM  
**Attachments:** [Bush-Evelyn Ped Caltrain Access.pdf](#)

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

To: Caltrain Board, Bicycle & Active Transportation Advisory Committee & Staff, Planning Chief & Staff

Re: Pedestrian Access to Mountain View Caltrain

Thank you for your public service. Please share this email and attachment with your Bicycle & Active Transportation Advisory Committee.

Please add to Caltrain's annual Capital Improvement Program (CIP) a project to provide pedestrian access to the Mountain View Caltrain Station at Evelyn Avenue and Bush Street. According to Caltrain documents [here](#) and [here](#), every day 1550 people walk to the Mountain View Caltrain station (based on 2019 Average Weekday Midweek Ridership for the Mountain View Station and 34% walking mode share). This small, inexpensive project will advance Caltrain's Ridership, Safety, and Active Transportation goals and priorities by making it safer and more convenient to access this station: Sustainability & Climate Resilience, Mobility & Connectivity, and Livability & Quality of Life. It will also advance goals in the City's Climate Action Plans and upcoming Active Transportation Plan.

Currently, a person walking north on Bush Street has a convenient signalized, marked crosswalk and pedestrian islands to walk safely and conveniently across Evelyn Avenue. But to get from there to the north side of the Caltrain platform or VTA's Light Rail stop, that person needs to detour west on Evelyn, through the parking lot, and to the western ped crossing of the railroad - a total distance of 850'.

To avoid this detour, support walking and reduce the walking route from 850' to 200', please add to the Caltrain's CIP a project that creates pedestrian access at the north side of Bush at Evelyn. This would simply require creating a pedestrian-only opening in the existing metal fence and marking a pedestrian path through the parking lot, and repurposing three car parking spaces. For pictures of the existing and proposed walking route, see attached Figure A. For an example of an existing walking path through a Caltrain parking lot in Menlo Park, see Figure B.

I originally sent this request to City of Mountain View staff, copied here. They informed me Caltrain controls this area. Once you've had an opportunity to review this request, I'd appreciate the courtesy of a written response.

Regards,



John Brazil,

--

John Brazil

**From:** [Sarah Nabong](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** FW: Caltrain Customer Service Recording Form: 984159  
**Date:** Tuesday, September 9, 2025 11:29:51 AM  
**Attachments:** [image001.png](#)

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**From:** Sarah Nabong  
**Sent:** Tuesday, September 09, 2025 10:23 AM  
**To:** saratogalook@yahoo.com  
**Subject:** Caltrain Customer Service Recording Form: 984159

Dear Gerad Nager,

Thank you for bringing this to our attention. We're sorry for the inconvenience you experienced with the restroom on Train 137, Car 3191. There were foreign objects found in the toilet waste pump, but our technicians have corrected the fault, and the restroom is now working as intended.

We appreciate your patience and for taking the time to let us know.

Best regards,

**Sarah Nabong, Customer Service Representative 2**

1250 San Carlos Ave San Carlos, CA 94070

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)



**From:** [Caltrain BOD Public Support](#)  
**To:** [Sarah Bernard](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Incident Report – Suspicious Individual Filming Passengers  
**Date:** Tuesday, September 9, 2025 11:37:17 AM

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Dear Sarah Bernard,

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 your follow-up and for providing the additional details regarding the individual you observed on September 8. We have notified Transit Police of this new information so they are aware and can take appropriate action if necessary.

We appreciate your diligence—reporting concerning behavior directly helps ensure the safety of all riders. Your observations are valuable and assist us in monitoring patterns and maintaining a secure environment at our stations.

Thank you again for taking the time to provide these updates.

Best regards,

Sarah Nabong

Your Caltrain BOD Public Support Team

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**From:** Sarah Bernard <sbernard@fenwick.com>  
**Sent:** Monday, September 8, 2025 9:24 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Cc:** Board (@caltrain.com) <board@caltrain.com>  
**Subject:** RE: Incident Report – Suspicious Individual Filming Passengers

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

Good morning Sarah,

Thank you for your response to the report I submitted on August 23 regarding the incident that occurred the same morning at the Sunnyvale Station. I appreciate you documenting it.

Since then, I observed the same individual again on **September 8 at 7:46 AM**, walking toward the Mountain View Station on Castro Street. At that time, his face was visible, and I was able to note additional identifying details:

- **Ethnicity:** African American, dark complexion
- **Hair style:** Short locks/twists
- **Height/Build:** Approximately 5'9", slender
- **Clothing:** Same all-black outfit with backpack as previously described (verify that

back pack is tan in color)

- **Likely route:** Walking toward Mountain View Station via Castro Street & California St

Given the similarity in behavior and attire, I believe this is the same person I initially reported. I wanted to ensure these details are added to the record in case they are helpful in identifying patterns or connecting reports from other riders.

I also want to note that I now have the transit police number and will contact them directly if I see this individual filming or engaging in concerning behavior again. Thank you again for your attention to this matter.

Best regards,

Sarah Bernard (she/her)

Fenwick | Audio Visual Supervisor | +1 650-428-4406 | [sbernard@fenwick.com](mailto:sbernard@fenwick.com)

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**From:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

**Sent:** Tuesday, August 26, 2025 7:46 AM

**To:** Sarah Bernard <sbernard@fenwick.com>

**Cc:** Board (@caltrain.com) <board@caltrain.com>

**Subject:** Re: Incident Report – Suspicious Individual Filming Passengers

**\*\* EXTERNAL EMAIL \*\***

Dear Sarah Bernard,

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 taking the time to share the details of your experience at the Sunnyvale Station. We understand how unsettling this must have been and we appreciate you bringing it to our attention so it can be documented.

Your report has been noted and shared with the appropriate teams. For incidents such as this, we strongly recommend that you contact the **Transit Police directly at (877) 723-7245** while it is occurring, so officers can respond in real time. If you ever feel unsafe, please also do not hesitate to call 911.

We value your safety and the safety of all passengers, and we appreciate your vigilance in reporting this concerning behavior.

Sincerely,

Sarah Nabong

Your Caltrain BOD Public Support Team

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From: Sarah Bernard <[sbernard@fenwick.com](mailto:sbernard@fenwick.com)>

Sent: Saturday, August 23, 2025 12:29:09 AM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com)

Subject: Incident Report – Suspicious Individual Filming Passengers

[You don't often get email from [sbernard@fenwick.com](mailto:sbernard@fenwick.com). Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

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

Good afternoon,

I would like to report an incident from this morning's commute:

Date/Time: August 22, 2025, ~7:30 AM

Location: Sunnyvale CalTrain Station, northbound platform (north end)

Train: 507, boarding at 7:32 AM

Details:

While waiting to board, I observed a man filming me directly with his phone. Description: approximately 5'9", slender build, dressed entirely in black with hood, scarf, gloves, large black sunglasses and wearing a backpack. His face and hands were fully covered.

What concerned me was that when I stepped back a few paces, he adjusted to keep me in frame. He then boarded the same train (front car, front door) immediately after me and proceeded upstairs.

This is not the first time I've noticed this individual. About a month ago at the Mountain View station, I saw the same man filming women specifically. Another passenger I speak with regularly also witnessed both incidents.

Although no immediate threat was made, his repeated behavior of targeting women with recording is concerning, and it made me feel intimidated. This may fall under harassment or stalking under California law.

I am submitting this report so the incident is documented and in case other riders report similar experiences.

Thank you for your time and attention.

Sincerely,

Sarah Bernard  
AV Supervisor at Fenwick & West LLC

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**CONFIDENTIALITY NOTICE:** This email and its attachments contain information that may be confidential and/or privileged. If you are not the intended recipient you may not copy, disclose or use the contents of this email. If you believe that you have received this email in error, notify the sender or contact Fenwick & West LLP at (650) 988-8500 and then delete or destroy any copy of this email and its attachments.

**From:** [Roland Lebrun](#)  
**To:** [MTC Commission](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** September 10 Programming & allocations Item 3a RM3 funding for Diridon Station project  
**Date:** Tuesday, September 9, 2025 4:46:40 PM  
**Attachments:** [Item 7b RM3 funding for Diridon Station project.pdf](#)  
[Item 3a Putting Diridon back on track.pdf](#)

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

Dear Chair Fleming and Commissioners,

Further to my October 22, 2023 letter (attached for your convenience) which highlighted multiple issues with VTA's expenditure of RM3 revenues and ultimately resulted in the retirement of VTA's Director of real estate ([https://www.linkedin.com/posts/ron-golem-7b1846a\\_i-pleased-to-announce-my-retirement-from-activity-7142703651852009472-50-k](https://www.linkedin.com/posts/ron-golem-7b1846a_i-pleased-to-announce-my-retirement-from-activity-7142703651852009472-50-k)), I appreciate the opportunity to share multiple concerns about VTA's continued mismanagement of precious RM3 dollars as follows:

- Caltrain is the lead agency for the Diridon redevelopment project. Why is VTA allowed to continue mismanaging RM3 funds earmarked for this project?
- How did Caltrain end up with the same Kimley Horn/MMD cast of characters responsible for the **\$16.5B** BART to Silicon Valley debacle instead of the Google team who delivered the Downtown West EIR in 18 months?
- The attached Putting Diridon Back On Track presentation highlights the extent of the catastrophe as designed by VTA and its consultants:

- The so-called "at grade" alternative regrades the entire Downtown West area down to the Santa Clara underpass level, impacting 8 historical resources identified in the Downtown West EIR and exposing the entire station to 20 feet of flooding the next time the Guadalupe river and/or Los Gatos creek go over their banks.
- The entire station is redesigned as a terminus instead of a thru-station (the southern half of the station is completely missing),
- The VTA consultants redesigned the entire southern half of the stations around the existing PG&E air-insulated substation even though Google adopted a community-developed gas-insulated substation (GIS) concept and integrated it into the Downtown West EIR. This redesign caused the entire station to be shifted 500 feet further north and resulted in impacts on the 169-unit Vespaio Apartment block on Stockton Street.
- **There is a complete lack of integration between BART, the VTA light rail, buses and TNCs.** Specifically, the bus depot was relocated to the wrong (north) side of Santa Clara and the light rail station was relocated one block south of the BART station when both light rail and BART could (and should) be integrated into a single station modeled after one of the Market Street stations in San Francisco.
- The light rail tunnel realignment resulted in violating the Downtown West EIR by

bisecting the Downtown West area including the Historic Depot building.

- The I-280 viaduct is completely missing **resulting in a single electrified track south of Diridon.**

Please consider deferring approval of this RM3 appropriation and directing staff to refer the matter back to the Diridon Executive Steering Committee for further guidance.

Thank you in advance for your leadership in putting this megaproject back on track.

Roland Lebrun

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**From:** Roland Lebrun

**Sent:** Tuesday, October 24, 2023 5:55 AM

**To:** MTC Commission <info@mtc.ca.gov>

**Cc:** Caltrain Board <board@caltrain.com>; Caltrain CAC Secretary <cacsecretary@caltrain.com>

**Subject:** Item 7b RM3 funding for Diridon Station project

Dear Chairperson Pedroza and members of the Commission,

The intent of the attached letter is to alert the Commission to multiple issues with the proposed allocation of \$30M RM3 Capital funds for the San Jose Diridon Station Project to Santa Clara Valley Transportation Authority (VTA) as follows:

- **VTA is NOT the lead agency for the project**
- **The parcels in question are not (and cannot possibly be) required for the project**
- **The City of San Jose artificially inflated the value of the parcels** through a CEQA determination that the Diridon Station Area Plan (DSAP) takes precedence over the Diridon Integrated Station Concept (DISC)
- VTA, Santa Clara County and the City of San Jose have a **TOJD funding plan** in place
- **The agreed sale price is \$23.8M, not \$30M**

The letter concludes with a recommendation that the Commission direct VTA, Santa Clara County and the City of San Jose to proceed with their original **TOJD** funding plan and preserve RM3 funds until a lead agency responsible for delivering the project has been identified.

Sincerely,

Roland Lebrun

CC

Caltrain Board



Caltrain CAC

October 22, 2023

The Honorable Alfredo Pedroza, Chairperson  
Metropolitan Transportation Commission  
375 Beale Street  
San Francisco CA

Dear Chairperson Pedroza and members of the Commission,

The intent of this letter is to alert the Commission to multiple issues with the proposed allocation of \$30M RM3 Capital funds for the San Jose Diridon Station Project to Santa Clara Valley Transportation Authority (VTA) as follows:

- **VTA is NOT the lead agency for the project**
- **The parcels in question are not (and cannot possibly be) required for the project**
- **The City of San Jose artificially inflated the value of the parcels** through a CEQA determination that the Diridon Station Area Plan (DSAP) takes precedence over the Diridon Integrated Station Concept (DISC)
- VTA, Santa Clara County and the City of San Jose have a **TOJD funding plan** in place
- **The agreed sale price is \$23.8M, not \$30M**

This letter concludes with a recommendation that the Commission direct VTA, Santa Clara County and the City of San Jose to proceed with their original **TOJD** funding plan and preserve RM3 funds until a lead agency responsible for delivering the project has been identified.

### **1) VTA is NOT the lead agency for the Diridon Station project**

The Peninsula Corridor Joint Powers Board (PCJPB AKA "Caltrain") own the right of way (ROW) for the tracks, the Historical train depot and multiple parcels currently used for parking.

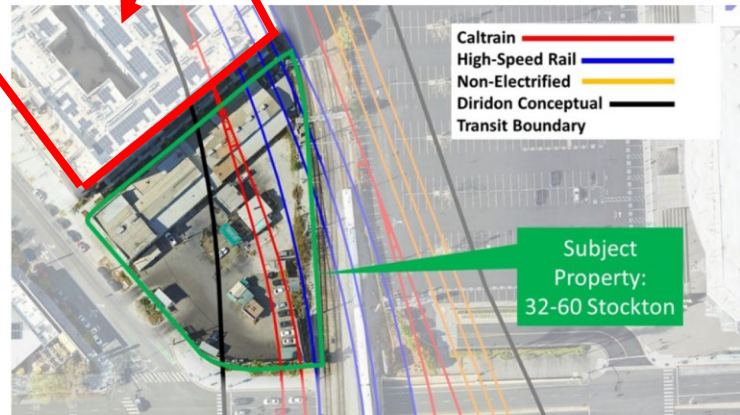
While VTA is currently the lead agency for the BART Phase II extension to San Jose, VTA staff and consultants have steadfastly refused to integrate the "Diridon BART station" into the Diridon Integrated Station Concept (DISC) stating categorically over the last 10 years that the Diridon Station project is "*a separate project*".

### **2) The parcels in question are not (and cannot possibly be) required for the project**

The October 17<sup>th</sup> San Jose City Council meeting included a presentation showing the two parcels (**green line**) as well as the "*Diridon Conceptual Transit Boundary*" (**black lines**) but staff failed to point out that such an "alignment" would impact approximately \$100M of parcels (Parcels A, B & C) slated for **Google affordable housing development as well as the entire brand new 162-unit Vespaio Apartment complex** (<https://www.vespaio.com/>) **marked in red**

## Background

- 32 & 60 Stockton Ave (Subject Property) are located within footprint of anticipated future rail infrastructure
- City, VTA, Caltrain, the California High Speed Rail Authority, and the Metropolitan Transportation Commission need to acquire Subject Property to facilitate the California High-Speed Rail and San José Diridon Station construction projects



SAN JOSÉ

2



Vespaio 162-unit apartment complex with the 60 Stockton Avenue tire shop to the right (Caltrain tracks are visible in the background).

**3) The City of San Jose artificially inflated the value of the parcels** through a CEQA determination that the Diridon Station Area Plan (DSAP) takes precedence over the Diridon Integrated Station Concept (DISC)

On October 18<sup>th</sup> (one day after the October 17<sup>th</sup> Council meeting), the following article appeared in the Business Journal:

[San Jose is paying an \\$8M premium for a pair of Downtown sites it recently approved for a 20-story apartment tower - Silicon Valley Business Journal](#)

*“Less than a year after approving **Urban Catalyst** and Aedis Architects' **Apollo project**, the city is buying the sites it would have sat on for an expansion of Diridon Station that's been in the works since long before the apartment development.”*

*“The Santa Clara Valley Transportation Authority will pay 58% more for a pair of San Jose properties needed for a long-planned revamp of the city's Diridon Station than they sold for within the last three years.”*

*“It was unclear why the city or VTA didn't step in to purchase the properties sooner at a lower cost.”*

*“Despite being aware of the plans to redevelop Diridon, the city's planning department last November [approved](#) the Apollo project.”*

Staff Recommendation:

**Consider the Addendum to the Downtown Strategy 2040 Final EIR, and Addenda thereto in accordance with CEQA. Approve a Site Development Permit and Vesting Tentative Map.**

The following article appeared in the press the next day:

## Bullet train or housing? San Jose project begs question

Approval of 500 apartments near Diridon Station conflicts with rail authority plans





Urban Catalyst's Erik Hayden and a rendering of the developer's Apollo project (Urban Catalyst)

*"Responsible for developing more than \$3.5 billion in real estate projects, including over 2,300 residential units in the California Bay Area, Mr. Hayden has experience in acquisition, contract negotiation, due diligence, risk assessment, financing, construction, and disposition of multifamily, single family and large mixed-use and master planned developments. He maintains relationships with a broad network of property owners, enabling him to identify and acquire prime investments. **Mr. Hayden also has expertise in navigating projects through the entitlement process by working with elected officials, community groups, and political organizations to gain support and get projects approved.**"*

<https://www.urbancatalyst.com/erik-hayden>

Mr. Hayden commented as follows:

***"Urban Catalyst hasn't decided whether it will build Apollo — which would cost north of \$100 million — or list the project for sale, founder Erik Hayden said in an interview. The developer doesn't have a dedicated funding source for it, and it doesn't plan to start drafting its construction documents anytime soon."***

***"Urban Catalyst knew about the rail authority's plans for 32 and 60 Stockton Avenue before it partnered with the late architect Thang Do, Apollo's chief designer, to acquire both parcels."***

***“We thought that housing would have a much greater benefit, and the planning director agreed with us,”*** Hayden said. *“If you’re going to do density in San Jose, this is the spot. You’re next to Diridon Station. You’re across the street from Whole Foods. This is where density belongs.”*

***“If Urban Catalyst chooses to build Apollo, the specter of eminent domain shouldn’t impact the project’s construction timeline, according to Hayden. And even if it did, the way eminent domain usually works is a landowner gets an appraisal for the value of the property in question, and the government agency taking eminent domain action pays 120 percent of the appraisal, Hayden said.”***

***“No matter what we do, we would always assume that if they did ‘buy us out,’ it would be for fair value,” he said. “That wouldn’t necessarily be our number-one plan. But as far as a worst-case scenario, it’s not so bad. <https://therealdeal.com/sanfrancisco/2022/11/11/bullet-train-or-housing-san-jose-project-begs-question/>***

Indeed, everything went according to plan and, having received its entitlement for a project he never had any intention of building, Mr. Hayden walked away from his investment with a nice \$8.7M tax-free profit courtesy of an IRS Section 1033 exchange letter from the City of San Jose.

## Key Terms

- Price: \$23,800,000
- Subject Property consists of two contiguous parcels with ± 1.12 acres (48,830 square feet) of land containing a combined 16,000 square feet of building space
- General plan designation: Downtown
- Zoned: DC – Downtown Primary Commercial
- The City, at its discretion, may assign the purchase and sale agreement to the VTA.
  - The VTA would assume the purchase and sale agreement under the same terms and conditions.
- Removal from title of all outstanding debts, including taxes and a \$5,600,000 deed of trust.
- Purchase is contingent upon receiving Metropolitan Transportation Commission funding authorization, which is expected to be heard on October 25, 2023.
- As-is acquisition, buyer to assume closing costs.
- Buyer to deliver an I.R.S. §1033 exchange letter to seller at closing.
- The anticipated close is 30 days after the execution of a purchase agreement, but in no event later than December 31, 2023.



Life does not get any better than this...

4) VTA, Santa Clara County and the City of San Jose have a **TOJD** funding plan in place

On November 16, 2022 the MTC Commission approved Item 12c on consent  
**MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letter of No Prejudice to the Santa Clara Valley Transportation Authority (VTA) for the San Jose Diridon Station Project**  
<http://mtc.legistar.com/gateway.aspx?M=F&ID=375dd498-ae9b-4b48-9e61-d5d9fc422786.pdf> which included a Project Funding Plan and Schedule showing the following source of funds for the proposed ROW acquisition as follows:

- Santa Clara County **2015 Measure B Housing Bonds**
- **VTA Joint Development Funds**
- City of San Jose Local (**Multifamily Housing** Revenue) Funds

November 16, 2022  
 Attachment U  
 MTC Resolution No. 4412  
 Page 2 of 2



**Regional Measure 3**  
 Letter of No Prejudice Project Summary  
 Project Funding Plan and Schedule

|                                |   |
|--------------------------------|---|
| RM3 Project Number             | 16  |
| Project Title                  | San Jose Diridon Station Project  |
| RM3 Replacement Funding Source | 2015 Measure B Funds, VTA Joint Development Funds, and City of San Jose Local Funds |

| Project Funding Plan  |   |                        |                            | Project Schedule |        |
|-----------------------|---|------------------------|----------------------------|------------------|--------|
| Phase                 | Funding Source  | Committed?<br>(Yes/No) | Total Amount<br>(\$1,000s) | Start            | End    |
| ENV                   |   |                        |                            |                  |        |
|                       |   |                        |                            |                  |        |
|                       |   |                        |                            |                  |        |
|                       | ENV Subtotal  |                        | \$ -                       |                  |        |
| PSE                   |   |                        |                            |                  |        |
|                       |   |                        |                            |                  |        |
|                       |   |                        |                            |                  |        |
|                       | PSE Subtotal  |                        | \$ -                       |                  |        |
| ROW                   | 2015 Measure B Funds, VTA Joint Development Funds, and City of San Jose Local Funds (RM3 Replacement) | Y                      | \$ 30,000                  | Nov-22           | Dec-28 |
|                       |   |                        |                            |                  |        |
|                       |   |                        |                            |                  |        |
|                       | ROW Subtotal  |                        | \$ 30,000                  |                  |        |
| CON                   |   |                        |                            |                  |        |
|                       |   |                        |                            |                  |        |
|                       |   |                        |                            |                  |        |
|                       | CON Subtotal  |                        | \$ -                       |                  |        |
| Capital Funding Total |   |                        | \$ 30,000                  |                  |        |

## 5) The agreed sale price is \$23.8M, not \$30M

There is no mention of this \$6.2M discrepancy in the staff memo.

### Key Terms

- Price: \$23,800,000
- Subject Property consists of two contiguous parcels with  $\pm 1.12$  acres (48,830 square feet) of land containing a combined 16,000 square feet of building space
- General plan designation: Downtown
- Zoned: DC – Downtown Primary Commercial
- The City, at its discretion, may assign the purchase and sale agreement to the VTA.
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- Purchase is contingent upon receiving Metropolitan Transportation Commission funding authorization, which is expected to be heard on October 25, 2023.
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- Buyer to deliver an I.R.S. §1033 exchange letter to seller at closing.
- The anticipated close is 30 days after the execution of a purchase agreement, but in no event later than December 31, 2023.



3

### Recommendation

- 1) The City of San Jose having agreed with the developer that the two parcels in question should be rezoned for housing automatically disqualifies VTA's application for RM3 funds which are restricted by the ballot measure text: *"Expand Diridon Station to more efficiently and effectively accommodate existing rail service, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority (VTA) light rail and buses."*
- 2) VTA, Santa Clara County and the City of San Jose should revert to their initial funding plan to acquire the parcels as follows:
  - Santa Clara County **2015 Measure B Housing Bonds**
  - **VTA Joint Development Funds**
  - City of San Jose Local (**Multifamily Housing** Revenue) Funds

Respectfully presented for your consideration

Roland Lebrun



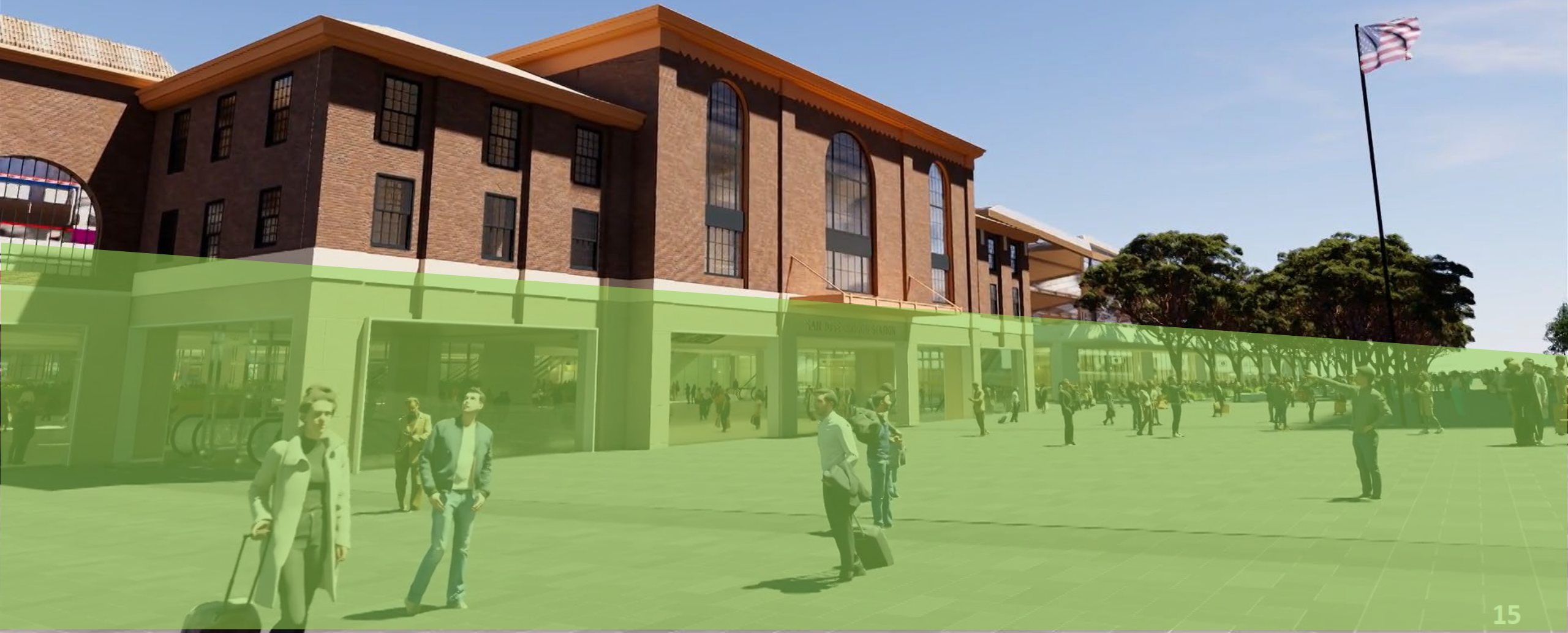
# Putting Diridon back on track

Why the “at grade” alternative was never going to work  
and how to fix it without impacting the Historic Depot,  
CEMOF, 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



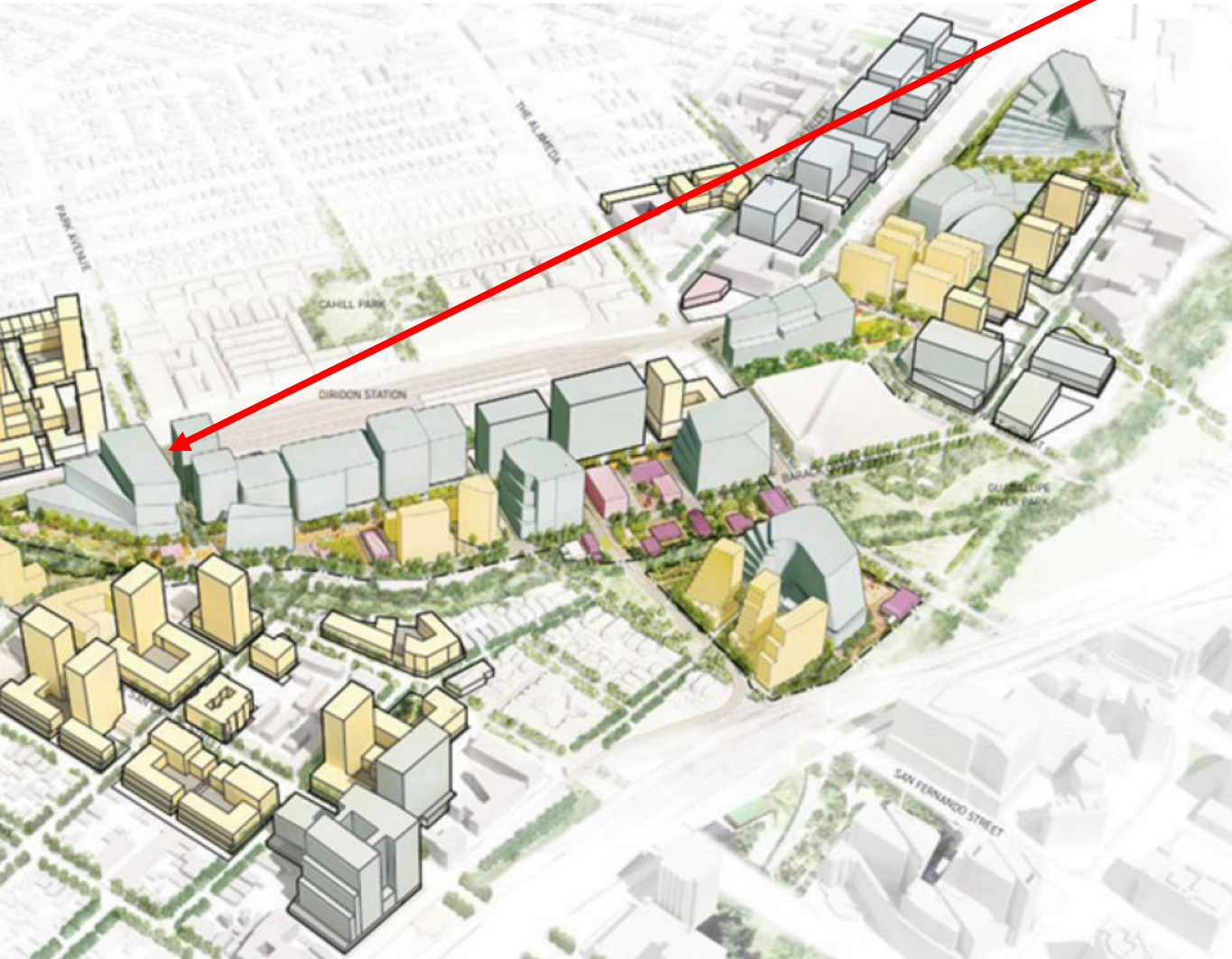


# The Paseo de San Fernando “Big Dip” conflicts with the light rail alignment





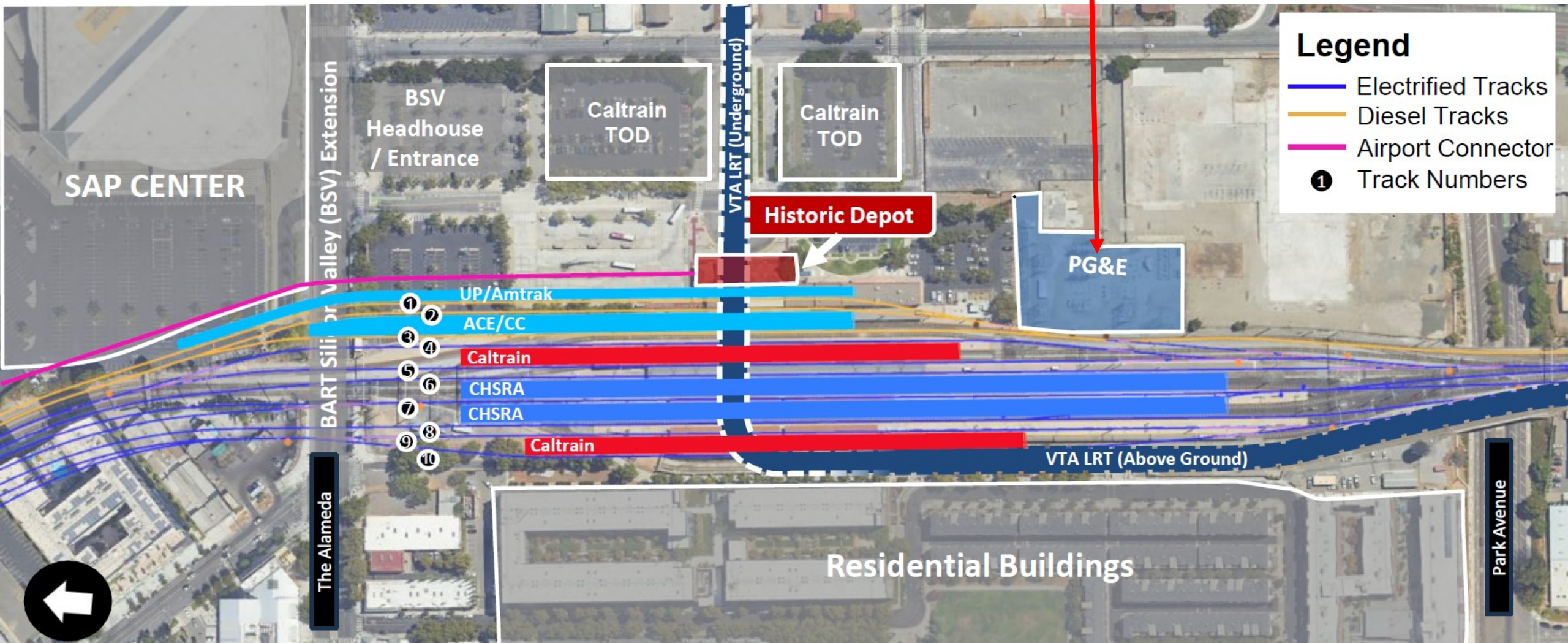
# The Downtown West EIR eliminated the PG&E substation conflict



- 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 entire station one block too far north



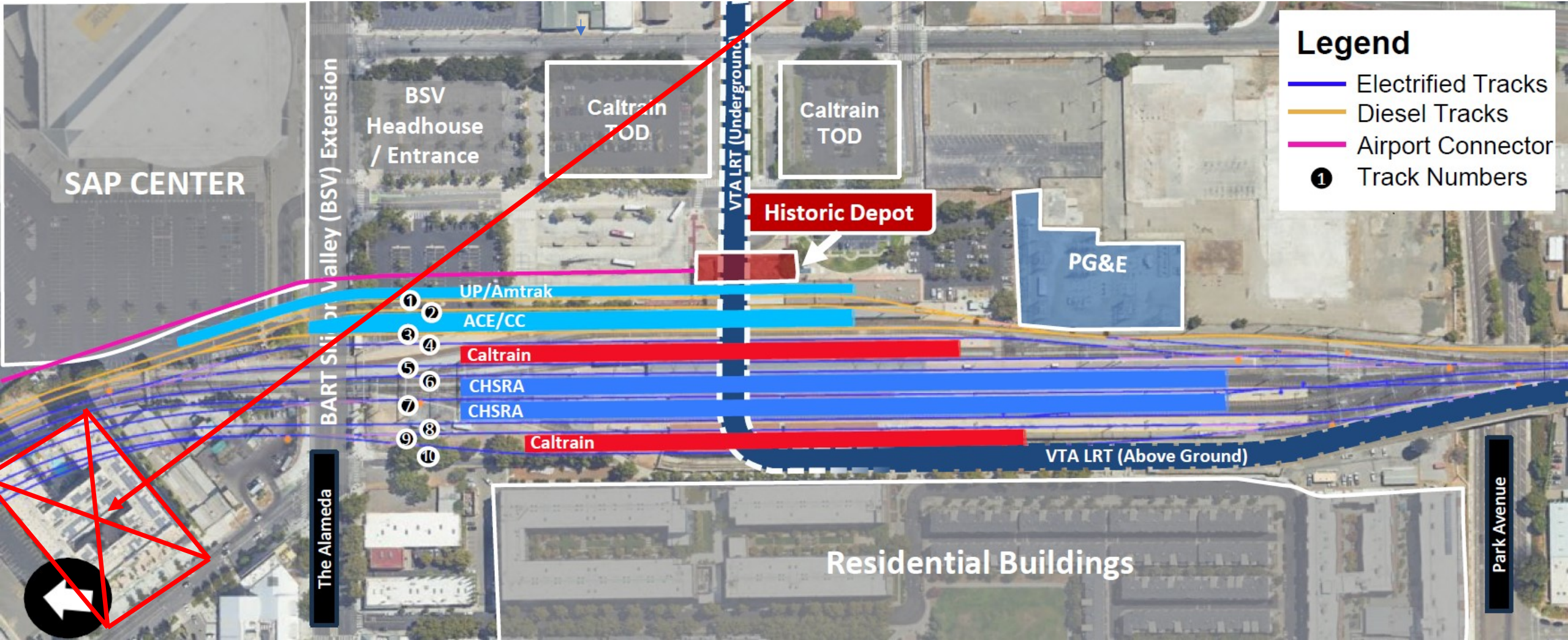


Designing around the existing PG&E substation resulted in shifting the station platforms one block too far north





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



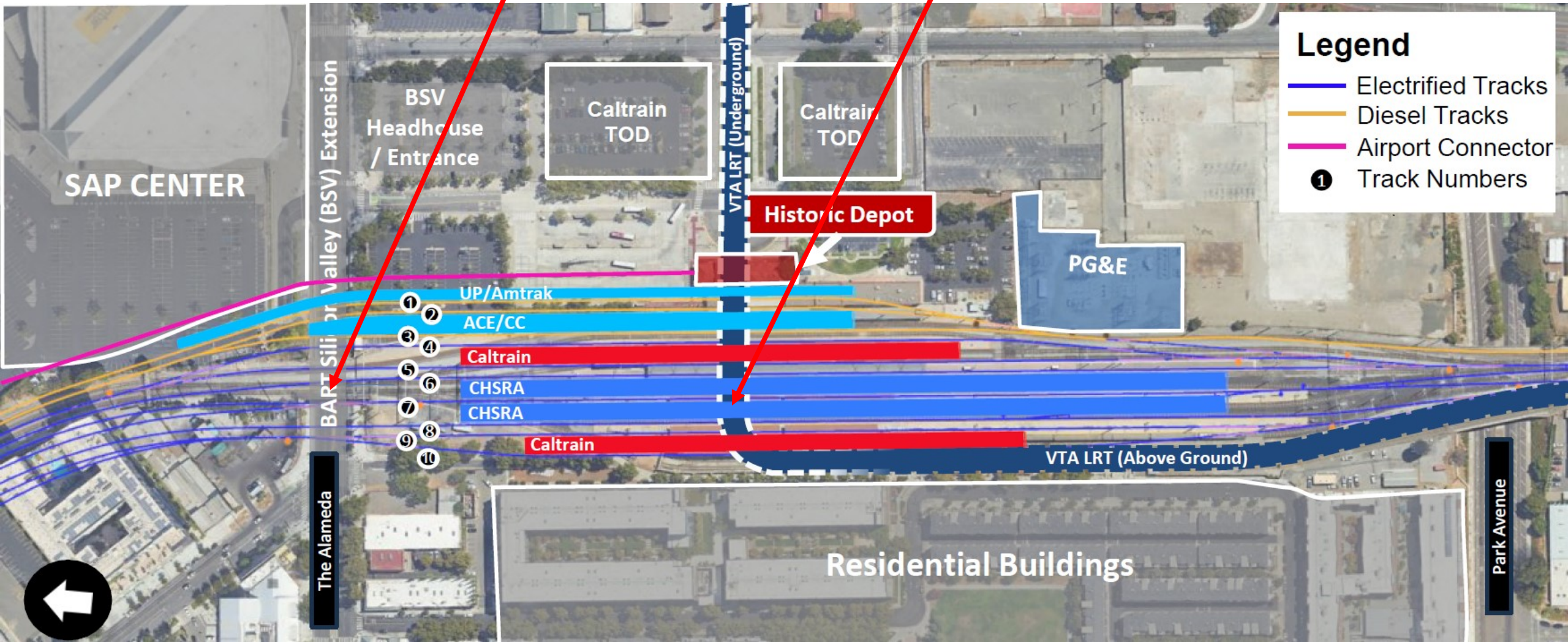


The lack of grade-separation between vehicular traffic, bikes and peds introduces multiple Vision Zero conflicts



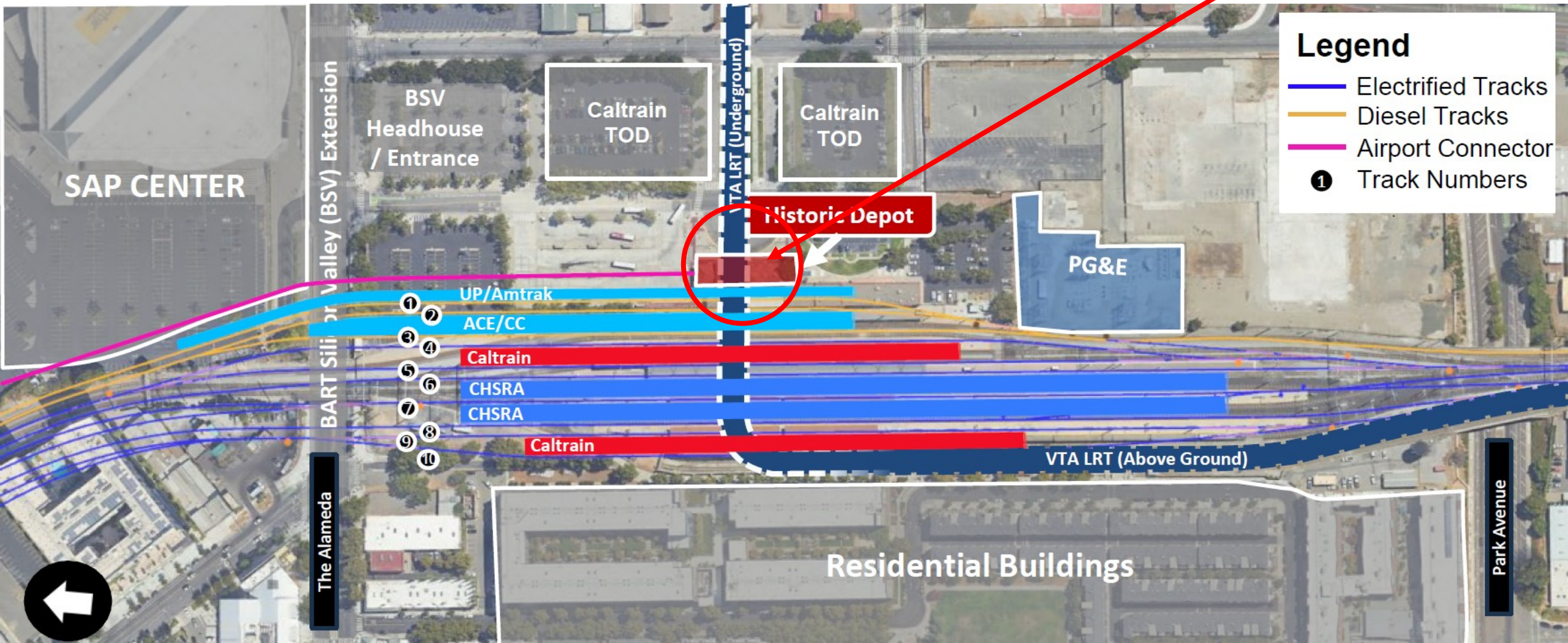


There is no integration between  
BART and the light rail





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

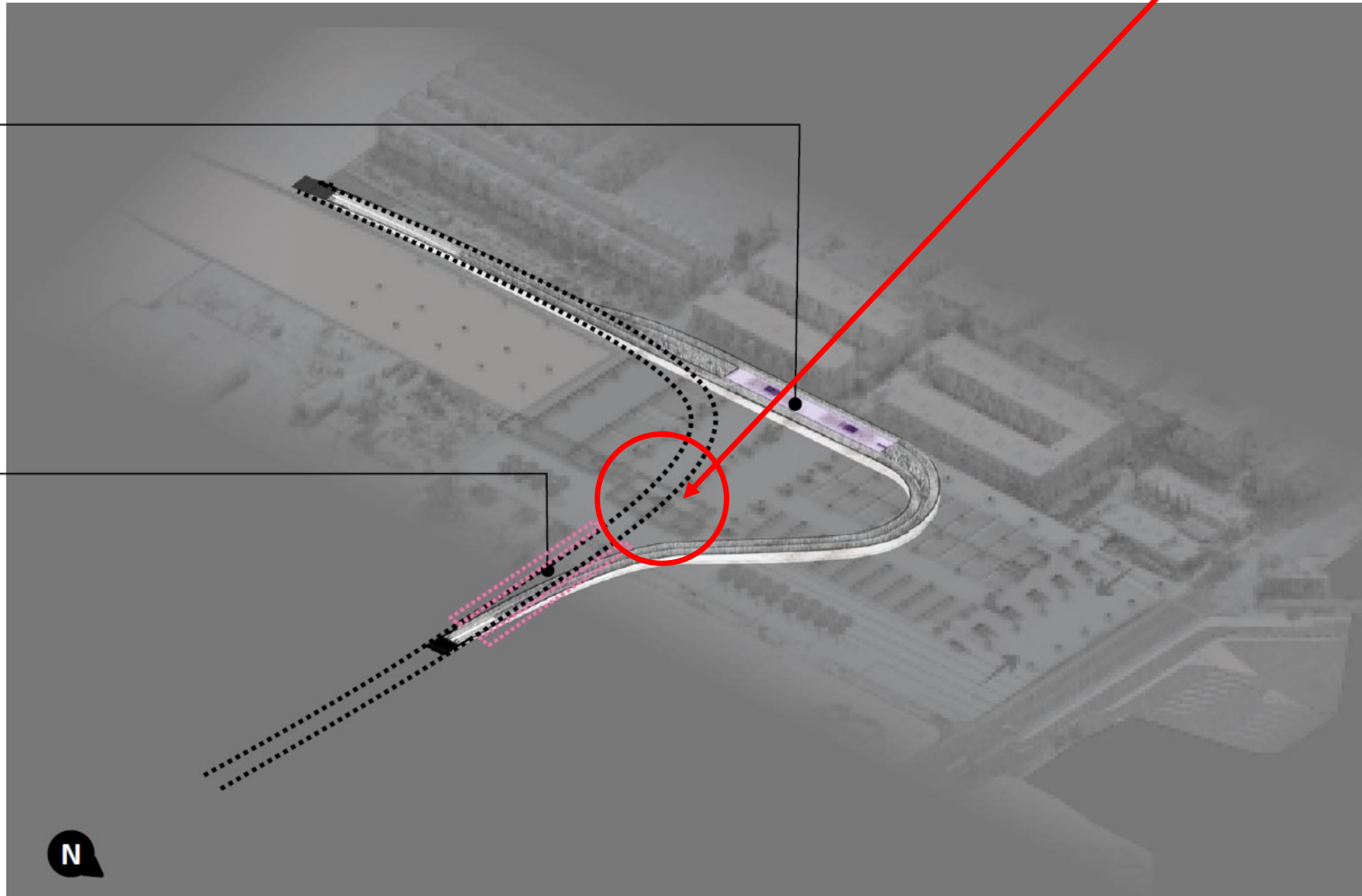


# The light rail realignment bisects the Historical Depot

LRT Platforms/  
Station Location



Potential Eastern  
Platforms/Station  
Location





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:** [Caltrain BOD Public Support](#)  
**To:** [mb4csj@gmail.com](mailto:mb4csj@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Add Inexpensive Pedestrian Safety Project to CIP  
**Date:** Thursday, September 11, 2025 7:34:40 AM

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Dear John Brazil,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thank you for providing your feedback and for suggesting ways to improve safety and accessibility at the Mountain View Transit Center. Your comments have been shared with our Planning Department for their review and response.

These small station access improvements are part of our larger Station Amenities Improvement Program in the Caltrain CIP, which focuses on projects that enhance the customer experience at stations and support ridership growth such as providing better shading, circulation, access, landscaping, etc.

Caltrain has received funding from [San Mateo County](#) to study and implement these types of enhancements that we called "the last 50 feet" and we are exploring a similar program in Santa Clara County, initiating discussions with VTA to make that possible.

We understand that small improvements can make a big difference in the daily rider experience, and you're a perfect example of that! We'll be keeping your input in mind as we are starting to shape a program for Santa Clara County.

Your Caltrain BOD Public Support Team

---

**From:** John Brazil <jmb4csj@gmail.com>  
**Sent:** Tuesday, September 9, 2025 5:39:34 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Michelle Bouchard <bouchardm@caltrain.com>; Board (@caltrain.com) <board@caltrain.com>  
**Cc:** chazanc@caltrain.com <chazanc@caltrain.com>; provenzed@caltrain.com <provenzed@caltrain.com>; Baltazar Lopez <lopezb@caltrain.com>; Gonzales, Robert <Robert.Gonzales@mountainview.gov>; karen.gauss@mountainview.gov <karen.gauss@mountainview.gov>; Whyte, Brandon <Brandon.Whyte@mountainview.gov>  
**Subject:** Fwd: Add Inexpensive Pedestrian Safety Project to CIP

Some people who received this message don't often get email from jmb4csj@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.

To: Caltrain Board, Bicycle & Active Transportation Advisory Committee & Staff, Planning Chief & Staff

Re: Pedestrian Access to Mountain View Caltrain

Thank you for your public service. Please share this email and attachment with your Bicycle



& Active Transportation Advisory Committee.

Please add to Caltrain's annual Capital Improvement Program (CIP) a project to provide pedestrian access to the Mountain View Caltrain Station at Evelyn Avenue and Bush Street. According to Caltrain documents [here](#) and [here](#), every day 1550 people walk to the Mountain View Caltrain station (based on 2019 Average Weekday Midweek Ridership for the Mountain View Station and 34% walking mode share). This small, inexpensive project will advance Caltrain's Ridership, Safety, and Active Transportation goals and priorities by making it safer and more convenient to access this station: Sustainability & Climate Resilience, Mobility & Connectivity, and Livability & Quality of Life. It will also advance goals in the City's Climate Action Plans and upcoming Active Transportation Plan.

Currently, a person walking north on Bush Street has a convenient signalized, marked crosswalk and pedestrian islands to walk safely and conveniently across Evelyn Avenue. But to get from there to the north side of the Caltrain platform or VTA's Light Rail stop, that person needs to detour west on Evelyn, through the parking lot, and to the western ped crossing of the railroad - a total distance of 850'.

To avoid this detour, support walking and reduce the walking route from 850' to 200', please add to the Caltrain's CIP a project that creates pedestrian access at the north side of Bush at Evelyn. This would simply require creating a pedestrian-only opening in the existing metal fence and marking a pedestrian path through the parking lot, and repurposing three car parking spaces. For pictures of the existing and proposed walking route, see attached Figure A. For an example of an existing walking path through a Caltrain parking lot in Menlo Park, see Figure B.

I originally sent this request to City of Mountain View staff, copied here. They informed me Caltrain controls this area. Once you've had an opportunity to review this request, I'd appreciate the courtesy of a written response.

Regards,

John Brazil,

--

John Brazil

**From:** [mh.taylor@yahoo.com](mailto:mh.taylor@yahoo.com)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Cc:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** Stolen EBike from train on Sunday  
**Date:** Thursday, September 11, 2025 12:17:38 PM

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Hi,

I had my ebike stolen from the northern bike car (car D) of the 608 train that left San Francisco at 9:25am on Sunday (7th September) somewhere between San Francisco and Menlo Park. I was travelling with four other eBike friends and their bikes were not touched even though some were much more valuable than mine. The bike that was stolen was a light blue Lectric XP4 750 that cost me about \$1500 in May. It's serial number is SNCTC25B50464. I called the number in the railcar immediately and now have a case number with the San Mateo Sherriff's transit office; it is 25-06677.

I feel violated that my bike was not safe while traveling on the train. Is there anything further I can do to help recover my bike? What can I do to prevent this happening again so me in the future?

Regards - Martin





September 11, 2025

Honorable Mike McGuire  
Senate President Pro Tempore  
State Capitol  
1021 O Street, Suite 8518  
Sacramento, CA 95814

Honorable Robert Rivas  
Speaker of the Assembly  
State Capitol  
P.O. Box 942849-0029  
Sacramento, CA 95814

Honorable Senate President McGuire and Assembly Speaker Rivas:

Our organizations represent members ranging from one-person consulting firms to the largest employers, developers of residential and commercial projects, and tax-generating companies in San Mateo County. For over two years, we have been tracking the concept of a *Regional Transportation Sales Tax Measure*, most currently proposed under *Senate Bill 63 (SB 63)*, to address financial operating deficits at our most important Bay Area transit agencies.

While neither of our organizations have taken a formal position on *SB 63* due to the ongoing and last-minute amendment process, the concept of a sales-tax based solution for a time-limited duration to create critical funding to stave off drastic cuts to service on Caltrain, BART, Muni, SamTrans, and at other key transit agencies are essential. Our members *rely* on these transit agencies to move employees and their families every day and we all understand that transit-dependent residents of San Mateo County have *no other option*.

While we cannot take a position on *SB 63*, a potential signature gathering effort, or future ballot measure question without undertaking a formal endorsement process, both SAMCEDA and Chamber San Mateo County previously urged the San Mateo County Transit District (SamTrans) Board of Directors to opt-in to the *Regional Transportation Measure* at the ½ cent sales tax rate in order to move the deliberations on to our Sacramento delegation members, where final details and agreements related to accountability would be finalized as part of the legislative process.

Our organizations have been consistent that nothing about the legislative process should prevent San Mateo County from participating in the *Regional Transportation Measure*. We deeply appreciate the critical leadership and advocacy of Assembly Member Papan to shape stronger accountability amendments and we continue to urge the SamTrans Board of Directors to maintain an opt-in position regarding the *Regional Transportation Measure*.

Thank you,

Rosanne Foust  
President & CEO  
SAMCEDA

Amy Buckmaster  
President & CEO  
Chamber San Mateo County

**About the San Mateo County Economic Development Association (SAMCEDA)**

For seven decades, the San Mateo County Economic Development Association (SAMCEDA) has been a leading voice for the economic engine that is San Mateo County. SAMCEDA believes in the power of a strong economy driven by an appreciation of what that engine provides to our ecosystem on the Peninsula. By working with employers of all sizes and industries, engaging with our public sector and our elected leadership, recognizing that we have 21 individual jurisdictions (20 cities and one county) and collaborating and communicating with the Chambers of Commerce, non-profit organizations & our educational institutions, SAMCEDA tackles the most difficult challenges through goal-oriented solutions.

**About Chamber San Mateo County**

Founded in 1897, Chamber San Mateo County is the voice and support for businesses, institutions, employees and labor for growth, problem-solving, and the bettering of our region's quality of life. Through programs, advocacy, and opportunities to connect, the Chamber ensures business voices are heard, diverse perspectives are shared, and leadership is fostered. Serving Redwood City, San Carlos, Belmont, Menlo Park, and broader San Mateo County, the Chamber is the largest business association on the Peninsula and encompasses 1,500 members, 175,000 residents, and 100,000 employees.

**CC:**

Assembly Member Papan  
Assembly Member Berman  
Assembly Member Stefani  
State Senator Becker  
State Senator Weiner  
Bay Area Legislative Delegation Members  
Gina Papan, MTC Commissioner  
San Mateo County Board of Supervisors  
SamTrans Board of Directors  
SMCTA Board of Directors  
Caltrain Board of Directors  
C/CAG Board of Directors

**From:** [James Coleman](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** SMC Local Elected Leaders Letter of Support for SB63  
**Date:** Thursday, September 11, 2025 2:53:18 PM  
**Attachments:** [SMC Electeds Letter to State Delegation on SB 63.pdf](#)

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Some people who received this message don't often get email from james@james4ssf.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 Caltrain Board of Directors ,

On behalf of over thirty local elected officials from across San Mateo County, please see the attached letter expressing our strong support for San Mateo County's continued inclusion in SB 63.

The regional transit revenue measure enabled by SB 63 is urgently needed for San Mateo County to preserve and improve our local transit service. The strong accountability provisions included in the most recent draft of SB 63 are tough, unprecedented, and responsive to prior input from San Mateo County elected officials and transit agency staff.

Sincerely,  
James Coleman

--

**James Hsuchen Coleman** (he/him/his)

South San Francisco City Council

City Business: [james.coleman@ssf.net](mailto:james.coleman@ssf.net)

[Facebook](#) | [Twitter](#) | [Instagram](#)

650.648.3232



Senator Scott Wiener  
1021 O Street, Suite 8620  
Sacramento, CA 95814

Senator Jesse Arreguín  
1021 O Street, Suite 6710  
Sacramento, CA 95814

Senator Josh Becker  
1021 O Street, Suite 6250  
Sacramento, CA 95814

Assemblymember Diane Papan  
1021 O Street, Suite 4220  
Sacramento, CA 95814

Assemblymember Marc Berman  
1021 O Street, Suite 8130  
Sacramento CA 95814

Assemblymember Catherine Stefani  
1021 O Street, Suite 5220  
Sacramento CA 95814

**Re: Senate Bill 63 (Wiener, Arreguín) - Support for San Mateo County Opt-In Commitment**

September 11, 2025

Dear Senators Wiener, Arreguín, and Becker and Assemblymembers Papan, Berman, and Stefani,

We write to express our support for San Mateo County's continued inclusion in Senate Bill 63 (Wiener, Arreguín). The regional transit revenue measure enabled by SB 63 is urgently needed for San Mateo County to preserve and improve our local transit service. The strong accountability provisions included in the most recent draft of SB 63 are tough, unprecedented, and responsive to prior input from San Mateo County elected officials and transit agency staff.

On August 6, 2025 the SamTrans Board of Directors voted 8-1 to support San Mateo County's inclusion in SB 63. The SamTrans Board's decision was informed by the urgent need for local transit funding in San Mateo County, by extensive polling information, and by prior votes by the San Mateo County Transportation Authority (SMCTA) and City/County Association of Governments (C/CAG) supporting an "opt-in" decision. **Included in the SamTrans motion was language directing the Bay Area Delegation to include strong accountability measures while "preserving San Mateo County's ability to participate in the measure."**

Thousands of San Mateo County residents rely on public transit to access their essential destinations, and there is strong support among likely voters for the approach contemplated in SB 63. [May 2025 polling](#) conducted on behalf of SamTrans and SMCTA showed that 57 percent of likely voters support a half-cent sales tax to fund public transit operations in San Mateo County. SB 63 authorizes a citizens' initiative which can pass with a simple majority. Polling showed that a local alternative structured around an increased local Measure A sales tax would not pass the necessary two-thirds margin. Thus, the regional transit measure enabled by SB 63 is the only viable path forward to meet the urgent transit funding needs of transit agencies serving San Mateo County residents.

County leaders and transit agency staff have engaged in months of constructive conversations with the authors of SB 63. We thank Assemblymember Diane Papan for her advocacy for robust accountability measures and SamTrans/SMCTA staff for their tireless work negotiating a strong deal for San Mateo County. **We thank the bill authors for including the following components in SB 63 that address San Mateo County's concerns and requests:**



- **Preserving opt-in decision:** The authors agreed to provide San Mateo County with the voluntary option to opt in or out of SB 63, which was not offered with SB 1031.
- **Protecting Measure A renewal:** SB 63 can only go on the November 3, 2026 ballot, and reduces pressure on Measure A renewal to provide funding for Caltrain. Without SB 63, San Mateo County would potentially have to cut millions in local funding to fund Caltrain through our planned 2028 Measure A renewal.
- **Increasing transparency:** San Mateo County requested that an independent consultant be contracted to review operator deficits. That independent review was conducted earlier this year, helping inform the expenditure plan.
- **Setting a fair BART contribution:** County leaders worked with the authors to negotiate a lower and fairer contribution to BART. This amount corresponds to a fair share of adjusted fare loss from the pandemic instead of adjusting for existing local commitments to operations from every county—reducing San Mateo’s BART funding obligation by tens of millions.
- **Maximizing Return to Source:** All funds in excess of the agreed-upon amounts to other operators and initiatives from the county in SB 63 will be returned to SamTrans, constituting roughly \$50 million each year in transformative funding for local transit projects in San Mateo County. There will be no ability for that funding to be withheld, conditioned, reduced, modified, or delayed by the newly established special district. Additionally, recent negotiations provided even more return-to-source funding for our county. SamTrans will receive these revenues and will have decisionmaking authority over these revenues - **this is taxation with direct representation on our return to source dollars.**
- **Requiring a robust fiscal efficiency review:** In large part due to advocacy by San Mateo County, SB 63 requires BART, Muni, Caltrain, and AC Transit to submit a two-phase comprehensive financial efficiency review and implementation plan overseen by an independent oversight committee. The committee will include an equal balance of operator representatives and independent experts, as well as a member of the commission from the geographic boundaries of the measure. Operators will have to maintain these efficiencies in order to continue receiving funding from the measure.
- **Strengthening accountability:** Significant accountability concessions were made as a direct result of Assemblymember Papan’s pressure and negotiations.
  - For each agency that receives funding from multiple counties in SB 63, there will be a new *ad hoc adjudication committee* composed of equal representatives from each county served by that agency (i.e. for Caltrain: San Mateo, San Francisco, and Santa Clara would each get two seats).
  - In San Mateo County, SamTrans or the Board of Supervisors will be able to petition these ad hoc adjudication committees if they believe an operator they are funding is unfairly or inconsistently applying adopted policies.
  - An ad hoc adjudication committee can withhold up to 3.5%, and then after 90 days if an operator has yet to comply, up to 7%, of an operator’s funding, as a result of a petition. This is an increase from the 5% withholding the authors had previously agreed to.
  - In the event of a tie, funds are withheld from the transit agency with the grievance against them.

- For these withheld funds to be released after an issue is resolved, at least one commissioner from each county on the ad hoc adjudication committee has to vote to release the funds, or a simple majority vote or tie after 180 days.
- **Clarifying the role of the Metropolitan Transportation Commission**
  - The measure is administered by MTC, which brings decades of financial and legal expertise and has successfully delivered two prior regional measures. This ensures professional, efficient administration and reliable delivery.
  - At the same time, the counties remain firmly in the driver's seat. The expenditure plan is prescriptive—counties determine how funds are allocated, and MTC's role is to carry out those decisions.
  - The measure also directs MTC to verify compliance with financial efficiency requirements and a maintenance of effort standard, while ensuring that counties—through the ad hoc committees—are the ones that have the final say if operators are meeting standards on cleanliness, safety, service, and fares.
  - Additionally, MTC has no ability to allocate or withhold SamTrans return-to-source funds.
  - This approach offers the best of both worlds: MTC's proven administrative capacity paired with county control over priorities and accountability.

**This accountability structure is extremely strict not only in relation to earlier versions of SB 63, but in relation to other tax measures more broadly.** It is highly responsive to San Mateo County's persistent advocacy and is the strongest possible accountability system that the authors were able to feasibly achieve in the legislature.

The benefits of SB 63 to San Mateo County are immense, and there is no feasible path to funding our County's urgent transit needs in the coming years without San Mateo County's inclusion in SB 63. Tens of thousands of residents in our county including our workers, youth, seniors, low-income families, and individuals with disabilities depend on our transit systems. Through the housing element process, cities across San Mateo County have planned for transit oriented development to both meet their affordable housing goals and create demand to sustain our transit systems long term. Letting transit fail is not an option, and SB 63 gives transit agencies serving San Mateo County residents the funding they need to adapt to new realities and bring ridership back to pre-pandemic levels. Caltrain's highly successful electrification project increased ridership 76 percent from June 2024 to June 2025, and BART's customer satisfaction rating is the highest it has been in years. While there is much more work ahead, SB 63 will allow transit agencies to avert catastrophic cuts and build on the progress that has already been made.

We urge you to support San Mateo County's continued inclusion in Senate Bill 63 and thank you for your continued leadership advocating for the needs of San Mateo County.



Sincerely,

**David Canepa**

President, San Mateo County Board of Supervisors  
Commissioner, Metropolitan Transportation Commission  
Director, SamTrans Board  
Director, Caltrain Board

**Noelia Corzo**

Vice President, San Mateo County Board of Supervisors  
Director, San Mateo County Transportation Authority

**Jeff Gee**

Councilmember, City of Redwood City  
Chair, SamTrans Board  
Director, Caltrain Board

**Carlos Romero**

Councilmember, City of East Palo Alto  
Chair, San Mateo County Transportation Authority Board of Directors  
Vice Chair, Association of Bay Area Governments

**Eddie Flores**

Mayor, City of South San Francisco  
President, League of California Cities, Peninsula Division  
City/County Association of Governments Director

**Elmer Martínez Saballos**

Mayor, City of Redwood City  
City/County Association of Governments Director

**James Coleman**

Councilmember, City of South San Francisco

**Phoebe Shin Venkat**

Councilmember, City of Foster City  
Board Member, [Commute.org](http://Commute.org)  
Board Member (alternate), Association of Bay Area Governments

**Juslyn Manalo**

Councilmember, City of Daly City  
City/County Association of Governments Director

**Chris Sturken**

Councilmember, City of Redwood City

**Isabella Chu**

Councilmember, City of Redwood City

**Adam Loraine**

Deputy Mayor, City of San Mateo

**Peter Ratto**

Director, SamTrans Board

**Webster Lincoln**

Councilmember, City of East Palo Alto

**Tom Hamilton**

Councilmember, City of San Bruno

**Maggie Trinh**

Vice President, Board of Trustees, San Mateo-Foster City School District

**Alison Proctor**

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Trustee, San Mateo County Community College District, Area 5

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**Dr. Rod Daus-Magbual**

Mayor, City of Daly City

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Board Vice-President, Sequoia Union High School District

**Mark Dinan**

Vice Mayor, City of East Palo Alto

**Mary Bier**

Councilmember, City of Pacifica

*All titles for identification purposes only*

CC:

San Mateo County Transit Authority Board of Directors  
C/CAG Board of Directors  
SamTrans Board of Directors  
Caltrain Board of Directors  
BART Board of Directors

Senator Josh Becker (SD-13)  
Senator Jesse Arreguín (SD-07)  
Senator Christopher Cabaldon (SD-03)  
Senator Dave Cortese (SD-15)  
Senator Tim Grayson (SD-09)  
Senator Mike McGuire (SD-02)  
Senator Jerry McNerney (SD-05)  
Senator Aisha Wahab (SD-10)  
Senator Scott Wiener (SD-11)

Assemblymember Buffy Wicks (AD-14)  
Assemblymember Cecilia M. Aguiar-Curry (AD-04)  
Assemblymember Patrick J. Ahrens (AD-26)  
Assemblymember Anamarie Ávila Fariás (AD-15)  
Assemblymember Rebecca Bauer-Kahan (AD-16)  
Assemblymember Marc Berman (AD-23)  
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Assemblymember Liz Ortega (AD-20)  
Assemblymember Diane Papan (AD-21)  
Assemblymember Gail Pellerin (AD-28)  
Assemblymember Robert Rivas (AD-29)  
Assemblymember Chris Rogers (AD-02)  
Assemblymember Catherine Stefani (AD-19)  
Assemblymember Lori D. Wilson (AD-11)



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September 8, 2025

The Honorable Sean Duffy  
U.S. Secretary of Transportation  
1200 New Jersey Avenue,  
SE Washington, DC 20590

MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

### **RE: Caltrain Comments and Recommendations Regarding Surface Transportation Reauthorization**

Dear Secretary Duffy,

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I would like to provide our comments on the next surface transportation reauthorization bill. We appreciate all the work that has gone into its development and we are particularly supportive of the focus on “enhancing transportation safety” as a theme that aligns closely with Caltrain’s top priority. As we approach the one-year anniversary of Caltrain’s electrification, we also want to highlight the Department’s focus on “increasing opportunities through investment in transportation infrastructure that promotes economic growth.” Electrification has significantly boosted ridership throughout the Bay Area, creating new opportunities for economic growth and regional connectivity.

As detailed below, the path to meeting the DOT’s safety, economic and other goals includes securing long-term funding for passenger rail by protecting current sources, expanding eligibility for private activity bonds, strengthening rail liability protections, advancing strategic expansion and enhancing coordination.

#### **Securing and Preserving Stable, Long-Term Funding for Passenger Rail**

**Highway Trust Fund** - Caltrain’s top federal priority in the upcoming surface transportation authorization remains supporting all efforts to preserve the 20% mass transit allocation in the Highway Trust Fund.

**Federal Formula Grants** - Another key priority for Caltrain is the protection of Urbanized Area Formula Grants (§ 5307), State of Good Repair Formula Grants (§ 5337), and the Railway Highway Crossing Program, which provide stable funding to improve and modernize critical infrastructure, ensure efficient use of federal dollars, and keep the system safe and reliable for riders. Caltrain is depending on these funds to pay for new trains currently being manufactured by Stadler at its factory in Utah.

**Dedicated Rail Title** - Also very important is the preservation of a dedicated rail title. Maintaining this provision is essential to ensure that passenger rail receives consistent legislative attention and funding. For Caltrain, the inclusion of a rail title is critical, as it provides reliable access to federal programs that support the maintenance of our infrastructure and the delivery of safe, dependable service for our riders.

We also suggest the US Department of Transportation (DOT) protect and reauthorize competitive program funding at or above Bipartisan Infrastructure Law (BIL) levels for the following programs:

- **Capital Investments Grants (CIG)** – Caltrain is a recipient of a full funding grant agreement (FFGA) to obtain CIG funding, which enabled Caltrain to transition to a fully electrified fleet. Funding for this program is important for Caltrain partner agencies that have projects that will directly support or compliment Caltrain’s services in the region.
- **Railroad Crossing Elimination (RCE) Grant Program** – RCE provides funding to entities like Caltrain to upgrade grade crossings to improve safety and efficiency. Caltrain’s owned corridor currently has 41 at-grade crossings and has significant needs throughout its service map for federal investment to enhance and improve its crossings.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program** – The BUILD grant program provides flexible funding to entities engaged in local transportation projects that demonstrate considerable need.
- **Rail Vehicle Replacement Program** – This program helps railcar operators replace rolling stock. Caltrain supports all federal investments, including the Rail Vehicle Replacement Program, which assists in the replacement of rail vehicles.
- **All Stations Accessibility Program** – Caltrain supports all efforts to ensure people with disabilities have access to our services. This program helps transit entities plan, upgrade, and improve stations to ensure greater access to those with disabilities.
- **MEGA/INFRA** – Caltrain supports the MEGA and INFRA grant programs to continue to support locally-driven projects to enhance the region’s infrastructure. INFRA and MEGA Grants have resulted in significant investment and improvement in transit, transportation, and connectivity.
- **Consolidating Rail Infrastructure and Safety Improvement Program (CRISI)** – Caltrain supports the addition of commuter rail as an eligible entity under the CRISI. Congress should also investigate the establishment of a new discretionary grant program with the express purpose of funding and supporting innovative commuter rail projects.

**Private Activity Bonds (PABs)** - We also encourage the expansion of the eligibility of mass commuting facility PABs beyond their current limitation to include the acquisition of rolling stock. We suggest amending 26 U.S.C. § 142(a)(3) by adding at the end “, including the acquisition of rolling stock.” We also recommend reducing the current “capable of 150 mph” speed threshold for high-speed intercity passenger rail facility PABs. Lowering this requirement would enable more projects to qualify, particularly privately operated services that run on shared rights-of-way with freight railroads.

### **Strengthening Passenger Rail Liability Protections and Risk Management**

**Liability Insurance Cap** - Caltrain urges the DOT to increase the amount of time between public notice of a new liability insurance cap and the effective date of the cap to one year. The current implementation timeline creates unnecessary risk for commuter railroads and could disrupt operations if an operator is unable to secure

the required coverage in time. Providing a longer implementation window would give insurers and operators the predictability needed to adjust to market changes, avoid service shutdowns that harm local economies and commuters, and ensure that private insurers, not taxpayers, remain the primary source of coverage.

**Commuter Rail Insurance Program** - We also encourage the establishment of a Commuter Rail Insurance Program at the U.S. Department of Transportation. Commuter rail agencies currently face significant challenges in securing excess liability insurance due to a hardened market, with only a handful of insurers providing coverage and a large portion of the market dominated by foreign companies. Rising premiums are driven largely by factors outside the control of commuter rail operators, including losses in the commercial trucking sector, natural disasters such as wildfires and hurricanes, and insurers exiting the market. A DOT-backed program would help stabilize the market, reduce the risk of service disruptions, protect taxpayers from emergency interventions, and ensure that commuter railroads can continue operating safely and reliably without undue financial strain.

### **Advancing Modernization and Strategic Expansion**

We recommend allowing Chapter 53 recipients and subrecipients to retain proceeds from asset dispositions for reinvestment in new capital projects. These measures would promote modernization, reduce procurement costs, and ensure that federal investments are leveraged efficiently to upgrade and expand critical transit systems.

### **Enhancing Federal Coordination and Streamlining Regulatory Processes**

**Streamline Review Processes** - Caltrain also encourages DOT and its Modal Administrations to adopt the ACHP Program Comment on Housing, Building, and Transportation Undertakings to streamline the Section 106 review process. Simplifying these historic preservation reviews would accelerate project delivery and reduce delays that can hinder modernization and strategic expansion initiatives.

**National Environmental Policy Act (NEPA)** - Additionally, Caltrain recommends expanding public transit agencies' authority to acquire land prior to the completion of NEPA reviews and authorizing advance acquisition of railroad rights-of-way, similar to what is permitted for highway and transit projects. These measures would enable timely project implementation, protect critical corridors, and support the efficient development of modernized, high-capacity transit networks.

**Need to Routinely Update Regulations** - Recent innovations in railcar technology have made certain Federal Railroad Administration (FRA) regulations outdated, potentially imposing unnecessary costs on commuter rail. For instance, Caltrain's new railcars feature advanced brake technology that extends replacement cycles from every two years to once every 8-10 years, eliminating the need for the biennial replacements currently required by the FRA.

**Crossing Safety** - Enhancing safety at grade crossings is critical. Caltrain supports updated language directing the FRA and FHWA to coordinate and define clear responsibilities, standards, and requirements for signage and markings. Additionally, lawmakers should consider legislation to require or incentivize app developers to clearly

indicate railroad crossings, including audio alerts, ensuring drivers are aware of tracks when using navigation apps such as Google Maps, Apple Maps, and Waze.

Thank you again for all your agency does to support and enhance the safety of our transportation systems. We are available to meet with staff to discuss these comments and look forward to continuing to work together on these recommendations. Please contact Devon Ryan, Government and Community Affairs Officer, [ryand@caltrain.com](mailto:ryand@caltrain.com), (650) 730-6172, for any questions regarding this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "MBouchard", written in a cursive style.

Michelle Bouchard  
Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors