



JPB Board of Directors
Meeting of March 5, 2026

Correspondence as of February 20, 2026

- | # | <u>Subject</u> |
|----|--|
| 1. | Request for Timeline on Quiet Car Pilot |
| 2. | Monthly Pass? |
| 3. | RE: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area |
| 4. | RE: Caltrain Claim Form (Kevin Fried) |
| 5. | Re: Palo Alto Throne Pumping Concerns – <i>Staff Response</i> |
| 6. | URGENT: 1,200 Signatures in 48 Hours - Opposing AES Battery Project / Risk to CSMH & Morgan Hill Community |
| 7. | VTA's BART Phase II: March 2026 Construction Update |

From: [Helene Grossman](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Request for Timeline on Quiet Car Pilot
Date: Saturday, February 14, 2026 6:45:52 PM

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Dear Members of the Caltrain Board,

I am writing to follow up on the Quiet Car pilot that Caltrain committed to exploring in August. I was told that Caltrain aimed to "roll it out in the coming months," but it has now been six months, and there has been no visible progress or timeline shared. What is the current status, and when can riders expect next steps?

For many of us, a Quiet Car would be truly life-changing. My current commute often involves switching seats multiple times per ride to avoid extended phone conversations. What should be productive or relaxing time becomes stressful. A clearly designated quiet space would allow riders to work, study, read, or simply relax without disruption. It would make an enormous difference in the daily experience of thousands of commuters.

Ironically, I have recently found myself driving instead of taking Caltrain simply to guarantee a quiet environment. I would much prefer to return to rail -- and a Quiet Car pilot would meaningfully influence that choice.

This proposal is modest and low-cost. As a pilot, it does not require a full systemwide overhaul -- just some signage / expectations posted on the onboard digital screens. The purpose of a pilot is to test, gather feedback, and iterate quickly. But without a timeline or plan after six months, the concept of a "pilot" loses its meaning.

Could the Board provide a projected timeline so riders understand what to expect?

Thank you for your leadership and for considering this request. I look forward to seeing this promising project move forward!

Sincerely,
Helene Grossman

From: [Carlos Lamas](#)
To: [Customer Service](#); [Board \(@caltrain.com\)](#)
Cc: [Carlos Lamas](#)
Subject: Monthly Pass?
Date: Tuesday, February 17, 2026 11:12:04 AM

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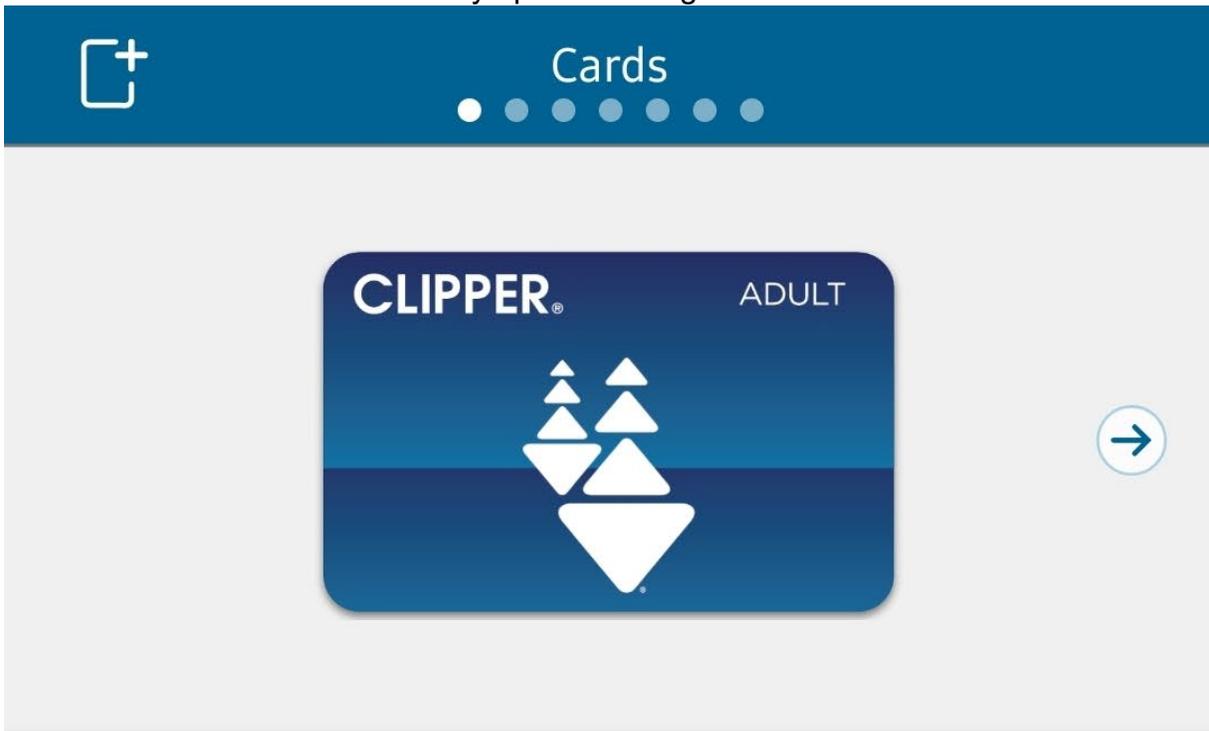
ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

I had to perform a factory reset of my phone and I spoke with a representative from Clipper to restore my clipper card on my Google Wallet, unfortunately transferring was not successful so a new card had to be created.

Would you be able to assist in transferring an existing monthly pass (Caltrain Adult 3Z Monthly Pass) from clipper card #6370017040100029188 to new clipper card #6370017040100178241?

Old card - unable to transfer to my updated Google Wallet



Google Wallet (9188)

Last updated today at 11:02 AM



Card is on another device

Manage Card



View Ride and Order History



Fare Promotions

CASH VALUE

\$0.00 

[Set up](#)

PASSES

Caltrain Adult 3Z Monthly Pass
Valid through Feb. 28, 2026



Home



Cards



Trip Tools



Settings

New card - created as directed by Clipper Card representative that I spoke to on the phone on 2/17/26

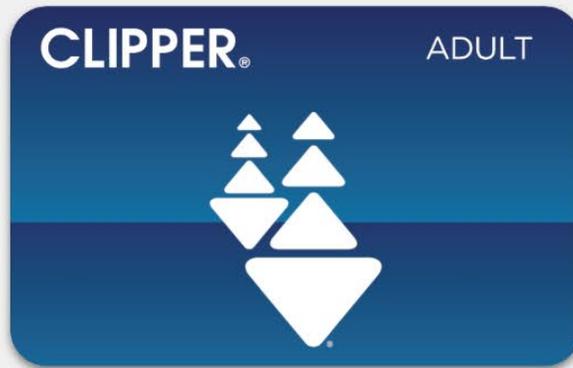
11:11    

   4G+   93



Cards





My Clipper Card (8241)

Last updated



Ready for use on this device

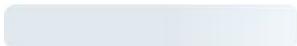
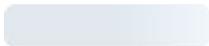
Manage Card



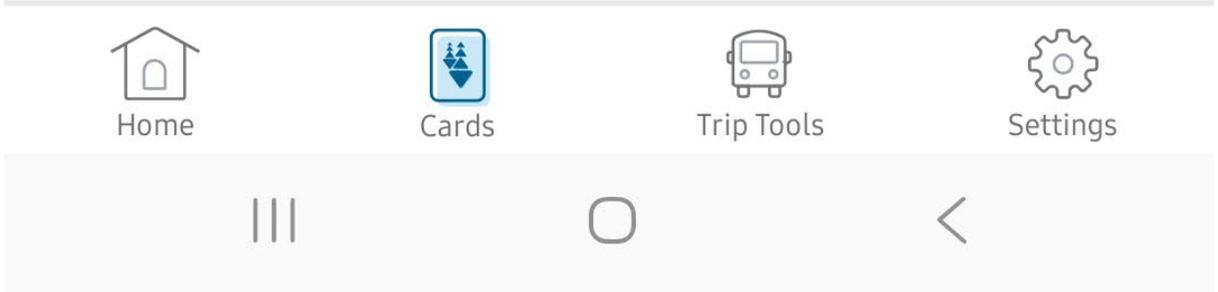
View Ride and Order History



Fare Promotions



LOAD CASH VALUE OR PASSES



Thank you,
Carlos Lamas

From: [Irfana Khan](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#); [Kelly McBride](#); [Leonardo Caminero](#); [Ellen Guccione](#); [Nicole Gray](#); [Camille Accarino](#)
Subject: RE: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area
Date: Tuesday, February 17, 2026 11:50:01 AM
Attachments: [image001.png](#)
[image327689.png](#)

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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,

Following up regarding the removal of the abandoned train.

Thank you.

Irfana Khan
Regional Manager

Avanath Capital
P +19495280985
W [avanath.com](#)



From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Thursday, October 23, 2025 5:32 PM
To: Irfana Khan <ikhan@avanath.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>
Subject: Re: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Dear Irfana Khan,

Thank you for your follow-up and for your patience as we work through this process.

At this time, we are still in the assessment phase with our Right of Way team. We have a legal requirement to have the locomotive and passenger cars inspected by the proper regulatory agencies before they can be transported off the property, so once we are able to schedule those inspections, we will have a better idea of a timeline for removal.

Thank you again for your continued engagement.

Best regards,

Your Caltrain BOD Public Support Team

From: Irfana Khan <ikhan@avanath.com>

Sent: Thursday, October 23, 2025 2:08 PM

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

Cc: Board (@caltrain.com) <board@caltrain.com>; Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>

Subject: RE: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

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Good afternoon,

Thank you for your response and for forwarding my message to the Right of Way team. I appreciate your acknowledgment of the concerns raised and your commitment to monitoring the situation.

As this matter continues to impact the surrounding community, I would be grateful if you could provide an estimated timeline for when the assessment and potential removal might take place. Understanding the expected timeframe will help us better communicate with affected residents and plan accordingly.

Thank you again for your attention to this issue. I look forward to any updates you can share.

Irfana Khan
Regional Manager

Avanath Capital
D +19495280985
W avanath.com



From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Thursday, October 23, 2025 11:03 AM
To: Irfana Khan <ikhan@avanath.com>
Cc: Board (@caltrain.com) <board@caltrain.com>
Subject: Re: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Dear Irfana Khan,

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 bringing this matter to our attention and for providing detailed information and photos. We understand your concerns regarding safety, community impact, and the potential for ongoing unauthorized use of the equipment.

At this time, we do not have a confirmed timeline for removal. However, I have forwarded your report to our Right of Way team, who will assess the situation and determine the appropriate next steps.

We appreciate your patience and will continue to monitor the matter.

Kind regards,

Your Caltrain BOD Public Support Team

From: Irfana Khan <ikhan@avanath.com>
Sent: Friday, October 10, 2025 6:59:34 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>
Cc: Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@avanath.com>; Nicole Gray <NGray@avanath.com>
Subject: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

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Dear Peninsula Corridor Joint Powers Board,

I am writing to formally request the removal of an abandoned and vandalized train cargo

located adjacent to our residential parking area near 420 Berry Street (SF). Attached are the pictures of the car for reference.

This train car has been left unattended for an extended period and is in a visibly deteriorated and vandalized state. It presents several serious concerns:

- **Public Safety Risk:** The train car has previously been occupied by individuals experiencing homelessness. During that time, residents reported incidents of rock-throwing from the train car, resulting in damage to vehicles parked nearby.
- **Visual Blight:** The condition of the train car is unsightly and negatively impacts the appearance and perceived safety of our community.
- **Potential for Recurrence:** Its continued presence may invite further unauthorized occupation or vandalism, increasing risks to residents and property.

We respectfully request that Caltrain take immediate action to remove this abandoned equipment and secure the area to prevent future incidents.

Please confirm receipt of this complaint and advise on the timeline for resolution. If additional documentation or site details are needed, I am happy to provide them.

Thank you for your attention to this matter.

Sincerely,
Irfana Khan

Irfana Khan
Regional Manager

Avanath Capital
D +19495280985
W avanath.com

avanath+
LIFESTYLE WITHIN REACH

From: [Fried, Kevin](#)
To: [Marshall Rush](#); [Caltrain BOD Public Support Board \(@caltrain.com\)](#); [Fried, Kevin](#)
Subject: RE: Caltrain Claim Form (Kevin Fried)
Date: Wednesday, February 18, 2026 2:38:56 PM
Attachments: [image001.png](#)
[CalTrain Complaint Claim Form 11-29-2025.pdf](#)
Importance: High

Some people who received this message don't often get email from kefried@deloitte.com. [Learn why this is important](#)

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Marshall,

Per your note below, I'm submitting the attached claim form with details of my claim.

You will note that in addition to the reimbursement of difference between our Uber ride and train ride we were denied (of \$34.14), I am also requesting reimbursement for the extreme embarrassment and emotional distress that was caused (as you admitted) by your employees of \$500 (which is \$100 for each of myself and my 4 family members that were denied access to the train).

The total claim request is for \$534.14.

Please let me know if you have any questions.

Per my completed claim form all details of our complaint and claim can be found in the emails below between myself and your Caltrain Support team.

Take care,
Kevin

Kevin Fried
719 Folkstone Ave
San Mateo, CA 94402
Mobile: 415-609-1443

Dear Kevin Fried,

Thank you for your follow-up and for sharing your additional concerns.

To clarify the situation involving our employees: Garret does not have the authority to deny passengers boarding based on violations of laws outside of railroad operations. This matter has been reviewed internally, and Garret has been addressed through our disciplinary process

and provided coaching to ensure proper handling of similar situations in the future. Maria was following direction provided by Garret at the time and offered the option to board the next train as an alternative. She does not have the authority to override instructions given by a conductor, even if those instructions are later determined to be incorrect. We understand how confusing and frustrating this experience must have been, particularly given the mixed messaging you received. Your feedback has been important in helping us identify where clearer guidance and consistency are needed. Thank you again for your patience and for taking the time to share your experience. Sincerely,
Your Caltrain BOD Public Support Team

From: Fried, Kevin <kefried@deloitte.com>
Sent: Monday, December 22, 2025 10:14 AM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Cc: Board (@caltrain.com) <board@caltrain.com>
Subject: RE: CalTrain Complaint

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Hello Caltrain BOD Public Support Team,

Thanks for the update and response. I very much appreciate the information you have shared on my situation. I think we are great making progress, but I have a few additional comments / questions. Please see below...

1. I am requesting that any of my Personally Identifiable Information (PII) be redacted from any public records and/or any communications that may be accessible to Caltrain employees (specifically Garret and Maria). This includes my full name, contact information, email address, physical address, employers information, etc.
2. While the explanation below is helpful, I would still like to understand whether or not the employee in question (Garret), had the authority to deny us access to the train (thus all my questions related to your policies, training, and ability to enforce laws of San Francisco or other public transit providers)? As you might imagine, we were dumbfounded when we were told that we were being denied entry to the train. And to add insult to injury, we were told by Maria that we could **“board the next train”** immediately after Garret’s train left the station. So which is it... were we being denied entry for one train ride because we broke a rule of another city or public transit system, or were we being punished because Garret wanted to prove who had “authority”?? Clearly Maria is following a different set of rules, or perhaps employees are making up as they go??

3. Thanks for the update on the expense reimbursement claim we have filed. While it is a small amount, it is a matter of principle. It is my sincere hope that we are reimbursed for the additional, unnecessary, expense. If not, I'd like this to be on the Board agenda for February 6th.

Thanks again. Have a great holiday.

Take care,
Kevin

From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Monday, December 22, 2025 8:08 AM
To: Fried, Kevin <kefried@deloitte.com>
Cc: Board (@caltrain.com) <board@caltrain.com>
Subject: [EXT] Re: CalTrain Complaint

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

Dear Kevin Fried,

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 your detailed message. We want to confirm that your feedback has been received and has been shared with Caltrain Customer Service leadership as well as the appropriate Caltrain management teams for review. Regarding the response Todd referenced from 12/12, we would like to clarify that this communication was sent from Operations to Customer Service for internal awareness and was not addressed directly to you. We apologize for any confusion or miscommunication this may have caused.

Regarding your questions about Garrett's role, Caltrain uses both Caltrain employees and contracted staff to support operations. We are reviewing the circumstances you described, including staff roles and actions taken, as part of this process.

We have also notified our Claims team regarding your request for reimbursement of expenses. They will review the information provided and follow up as appropriate.

With respect to disciplinary actions, training, and other personnel-related matters, while we are unable to discuss specific personnel issues due to confidentiality, please know that Caltrain takes all complaints seriously. The concerns you raised have been forwarded to the appropriate management teams for review and consideration.

We appreciate you taking the time to document your experience and clearly outline your

concerns. Your feedback is important and will be considered as part of our ongoing efforts to ensure consistent policy enforcement and respectful customer interactions.

Thank you for bringing this matter to our attention.

Best regards,
Your Caltrain BOD Public Support Team

From: Fried, Kevin <kefried@deloitte.com>
Sent: Wednesday, December 17, 2025 10:08:52 PM (UTC+00:00) Monrovia, Reykjavik
To: Todd Douglas <DouglasT@samtrans.com>; Board (@caltrain.com) <board@caltrain.com>
Cc: pra@samtrans.com <messages@nextrequest.com>; Fried, Kevin <kefried@deloitte.com>
Subject: RE: CalTrain Complaint

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Caltrain Board, Todd,

Thanks for the note below and assistance. I am filing this **second FORMAL COMPLAINT** that I request is brought to the attention of the Full Board of Directors.

First, I have double and triple checked in all of my folders (Inbox, Spam, Junk, etc.,) and I never received the response below (that you indicated was sent on 12/12).

Second, while I very much appreciate the thoughtful and articulate response below, it falls short of my requested resolution and expectations. For your reference, I have attached the original complaint that was filed on 11/29. In that complaint you would have seen the requests outlined below. I understand that your public records department is searching for any relevant records as requested below. I will wait for their response. In the meantime, can you please provide a response to the items highlighted in yellow below?

Questions, resolution, and requested actions of the Caltrain Board and Management:

1. I am requesting this message be shared with Customer Service and appropriate Caltrain Management. (HAS THIS BEEN DONE??)
2. I would like to understand Garret's role, level of authority, and whether or not he is a

“supervisor”, or if he misrepresented his title and authority?

3. I am requesting a copy of ALL Caltrain rules, regulations, and policies that reference the use of crosswalks, including the following:
 1. Caltrain’s policies related to the use of crosswalks that cross Caltrain tracks.
 2. Caltrain’s policies related to crosswalks that DO NOT CROSS Caltrain tracks.
 3. Caltrain’s authority to enforce traffic laws of the City of San Francisco.
 4. Caltrain’s approach to enforcement of any crosswalk violations, including specific explanations of Caltrain’s enforcement of San Francisco traffic laws OUTSIDE the train station.
 5. All recent examples of enforcement actions taken against Caltrain riders related to potential violations of crosswalk rules in San Francisco (specifically, riders who have been prohibited from riding the train as a result of violating San Francisco’s traffic rules).
4. I am requesting a written apology from Garret, including a reference to the rules that allowed him to deny us access to ride the train.
5. I am requesting a written response from the board that outlines:
 1. Actions that will be taken in the next 60 days to reinforce the limits of conductor’s authority to enforce SF traffic laws
 2. Steps taken to train or retrain Garret and other conductors
 3. Steps taken to train and/or retrain Maria on customer interaction and approach to resolving customer concerns/issues
6. **A payment of \$34.14 (the difference between the cost of our Uber ride (details below) and the cost of the train ride from SF to Hayward Park).**

Uber Receipt Details:

Nov 29, 2025 - 9:29 PM

Total \$62.64

Payments: American Express •••••26 \$62.64

11/30/25 8:31 AM

Third, with respect to your response below (see highlighted in yellow), your Conductor did indeed speak with us about his observation that 3 individuals in our group crossed 4th Street directly across the Muni tracks. This is the crux of my complaint and is at the heart of my questions above, i.e., “what authority does your Conductor at Caltrain have to deny access to the Caltrain system based upon an observation that a group failed to use a crosswalk and walked across a Muni track”?? Muni

and Caltrain are separate public and legal entities, and I find it difficult to believe that an employee of Caltrain can legally or by policy deny service to the public based upon a claim that it is their **responsibility to report and enforce violations of another public entity**. Can you please assist in shedding light on this issue?

Fourth, it is my understanding that CalTrain holds public board meetings. If the requested information above and/or payment/refund requested is not received, I intend to participate in the Board meeting on February 6, 2025 to further discuss this situation.

Again, please feel free to reach out to me with any questions. I look forward to your response.

Respectfully,

Kevin

Kevin Fried

Principal | Deloitte Consulting
Deloitte & Touche LLP
225 West Santa Clara Street, San Jose, CA 95113
Office: +1 408 704 2786 – Mobile: +1 415 609 1443

kefried@deloitte.com | www.deloitte.com

From: Todd Douglas <DouglasT@samtrans.com>
Sent: Wednesday, December 17, 2025 11:04 AM
To: Fried, Kevin <kefried@deloitte.com>
Cc: Todd Douglas <DouglasT@samtrans.com>
Subject: [EXT] Re: CalTrain Complaint

You don't often get email from douglast@samtrans.com. [Learn why this is important](#)
Hello Mr. Fried,

Per our conversation, please see the escalation response to your complaint to Caltrain.

Thank you for bringing this to our attention. We sincerely apologize for the experience you and your family had on November 29, 2025, while attempting to board Train 656. We

understand how upsetting this situation must have been, and we truly regret that your interaction with our staff did not reflect the level of professionalism and respect you deserve.

After carefully reviewing the video footage, we confirmed that the conductor escalated the situation and used his arms to block your family from boarding. Although the conductor initially reported that a member of your group had blocked the doors and prevented others from boarding, the footage clearly shows that it was the conductor himself who was obstructing the doorway. This discrepancy is deeply concerning, and we take it very seriously.

When interviewed, **the conductor stated that he intended to speak with your group about what he believed he observed as you crossed the street and the MUNI tracks.** However, regardless of his intentions, the conduct displayed was inappropriate and unacceptable. Both conductors assigned to Train 656 have been coached and will receive disciplinary action for their actions and for their handling of this situation.

We also spoke with the Customer Service Agent who attempted to step in and deescalate the interaction. Please note that this employee is not a manager and does not have any authority to override the decisions made by the train crew, though we appreciate their attempt to calm the situation.

Once again, we sincerely apologize for the distress this incident caused. We appreciate you bringing this matter to us, and we are taking the appropriate steps to ensure this type of interaction does not occur again.

Todd Douglas

San Mateo County Transit District

Customer Service Dept.

1250 San Carlos Avenue

San Carlos, CA 95070-1306

1-800-660-4287

www.smctd.com

From: Marshall Rush <rushm@samtrans.com>

Sent: Thursday, December 18, 2025 8:51 AM

To: Fried, Kevin <kefried@deloitte.com>

Subject: [EXT] Caltrain Claim Form (Kevin Fried)

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

Dear Mr. Fried:

This office is in receipt of your request for Uber reimbursement in connection with your experience with Caltrain on November 29, 2025.

We would ask that you please complete the attached claim form and return to our office either by mail or email.

Very truly,

Marshall Rush, ARM, AIC

Insurance & Claims Administrator

650-508-7742

1250 San Carlos Ave.

San Carlos, Ca. 94070



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PENINSULA CORRIDOR JOINT POWERS BOARD ("CALTRAIN") CLAIM FORM

Please provide the following information by printing clearly. Attach separate sheets, if necessary.

1. Claimant's Name and Post Office Address (Street Address or P.O. Box):	2. Send Official Notices and Correspondence to the following Person and Post Office Address (Street Address or P.O. Box):
Name: <u>Kevin Fried</u>	Name: <u>same</u>
Address: <u>719 Folkstone Ave</u>	Address: <u>same</u>
City: <u>San Mateo</u> State: <u>CA</u> Zip: <u>94402</u>	City: _____ State: _____ Zip: _____
Phone: <u>(415) 609-1443</u>	Phone: () <u>same</u>

3. Claimant's Date of Birth:	4. Date and Time of Incident, Occurrence or Transaction:	5. Location of Incident, Occurrence, or Transaction:
<u>N/A</u>	<u>11/29/2025</u>	<u>SF Caltrain Station (4th + King)</u>

6. Basis of Claim: State in detail all facts and circumstances of the incident, occurrence, or transaction. Identify all persons, entities, property and CALTRAIN employees involved. State why you believe CALTRAIN is responsible for the alleged indebtedness, obligation, injury, damage or loss.

Refer to detailed description in attached emails.

Name, Address, and Telephone Nos. of Witnesses:

See complaint details attached AND your own video footage that you say you reviewed.

Name and I.D. Number of CALTRAIN Employee, if known, who caused injury, damage or loss:

Type of CALTRAIN Vehicle and Identification No., if applicable: N/A

Type of Vehicle and License Plate Number of Claimant's Vehicle, if applicable: N/A

7. Description of Claimant's injury, damage or loss as of the date of this claim: Again, please refer to the detailed emails attached. In addition I am requesting \$5000 for the embarrassment and emotional distress experienced by myself and 4 family members. Plus our uber of \$34.14.

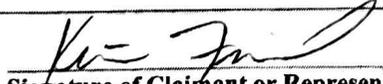
8: Amount of Claimant's injury, damage or loss and method of computation. Attach any supporting documents.

Total Amount \$ 534.14 (if less than \$10,000)

If more than \$10,000, please indicate whether the claim would be a: Limited civil case (\$35,000 or less) _____

Unlimited civil case (over \$25,000) _____

I understand that if my claim is successful, any monies paid to me may be offset by any monies I owe CALTRAIN. I also understand that there may be civil or criminal penalties for presenting a fraudulent claim or making a false statement, and those penalties may include imprisonment or a fine, or both.

9. <u></u> Signature of Claimant or Representative	10. <u>2/18/2026</u> Date
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From: [Jason Baker](#)
To: [Martin J Sommer](#)
Cc: [Brent Tietjen](#); [Board \(@caltrain.com\)](#)
Subject: Re: Palo Alto Throne Pumping Concerns
Date: Wednesday, February 18, 2026 7:34:27 PM
Attachments: [image.png](#)

Dear Mr. Sommer,

We have done our best to answer your questions and to accommodate your concerns as best we can. Specifically, pumping on weekends will always be later in the day, during regular business hours.

At our request, Throne has been attempting to move as much of the weekday pumping to the later timeslot, around 5:00 or 5:30 a.m., in the timeframe when you mentioned that garbage trucks also come.

Throne's records show that, at least since January 29th., pumping has been in the 5:00-5:30 a.m. time slot or later.

The drivers of the trucks have, on occasion, stopped to clean the facility earlier than that time, so a truck would occasionally have been onsite, but pumping was reserved for the 5:00-5:30 timeslot or later and we expect that will be the norm going forward.

We hope you will view this as some good news, although I realize this does not entirely resolve your concerns.

Thank you again for reaching out. We apologize for inconvenience you have been caused. I hope that our efforts have made some progress towards addressing your concerns.

Jason Baker
Director, Government Relations and Community Affairs, Caltrain

From: Martin J Sommer <martin@sommer.net>
Sent: Thursday, February 12, 2026 7:56 PM
To: Jason Baker <BakerJ@caltrain.com>
Cc: Brent Tietjen <TietjenB@caltrain.com>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>; Board (@caltrain.com) <board@caltrain.com>; Board (@samtrans.com) <board@samtrans.com>

Subject: Re: Palo Alto Throne Pumping Concerns

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cc: Caltrain and VTA Boards

Dear Jason,

There seems to have been a major misunderstanding in our communication. These question were not simply and question/answer session, but an effort to change the situation! In reading your email, nothing has changed regarding early morning (2 - 3am) pumping, during the work/school week. What a waste of time!!!

From your perspective, what do I need to do to make that change? Do I need to file an official legal action, or what?

Please respond.

Martin

On 2/12/26 5:19 PM, Jason Baker wrote:

Mr. Sommer,

Thank you again for our discussion late last week. I promised to get answers to some questions you had.

First, you noted that the loudest and most alarming noise is the first few minutes when the pump first starts. You asked if they could do that part more slowly and quietly.

From the information I gathered, the first 2-3 minutes or so is indeed the shorter and louder part of the process. That is the vacuum pump removing the waste. Once that's done, the second pump pumps the fresh water into the tank. That takes longer (10-15 minutes or so) and is much quieter. Unfortunately, the volume is not at the operator's discretion.

You also noted that you were aware of at least one occasion when a pump truck was pumping in the much later morning once - in the 10 a.m. timeframe.. We believe that was not a Throne truck but an outside, independent contractor that was there on an ad hoc basis and which is not part of our agreement with Throne.

We do have a firm commitment from Throne that weekend pumping at Palo Alto will always be mid-morning. Although this doesn't address your entire concern, we are hopeful it helps.

Throne will also attempt to reduce the number of very early weekday pumps. As I understand it, they have been able to move some pumping to the 5:00-5:30 a.m. time and are working to see if they can move more.

While I realize that is still not ideal, I understand from you that it's preferable to the even earlier morning times, in part because garbage trucks also come around the 5-5:30 time.

Finally, you asked why the restrooms at Palo Alto station could not be opened in advance of the full station opening. As you may know, Caltrain has already committed funds to support the station activation through our partners at VTA. However, the station does require some modification and renovation before the station area can be opened, and that includes the restroom facilities. There are also maintenance and other challenges with opening restrooms without an open station.

I will connect with VTA to get an update on the process and timeline for reopening Palo Alto station and pass that information on to you.

Thank you for reaching out. We apologize for inconvenience you have been caused.

Jason

Jason Baker
Director, Government & Community Affairs
1250 San Carlos Ave
San Carlos, CA 94070
Cell: 650-399-6093
www.caltrain.com



SAFETY
FIRST AND ALWAYS

From: Martin J Sommer <martin@sommer.net>
Sent: Thursday, February 5, 2026 5:40 PM
To: Jason Baker <BakerJ@caltrain.com>
Cc: Brent Tietjen <TietjenB@caltrain.com>
Subject: Re: Palo Alto Throne Pumping Concerns

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Thank you!!

Martin

On February 5, 2026 4:32:14 PM PST, Jason Baker <BakerJ@caltrain.com> wrote:

Mr. Sommer.

Thank you for taking my call this afternoon. I think we achieved a common understanding of where the situation is at and why, with a few threads left to chase.

I definitely learned from our call and your description of the issue; and I agreed to take back some homework questions - both internal and throne questions- and get some answers.

I'll get back to you early next week with an update on what I've been able to learn.

Thanks again for taking the time. I'll reach out next week!

Jason Baker
Director,
Caltrain Government Relations and Community Affairs

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From: Martin J Sommer <martin@sommer.net>
Sent: Wednesday, February 4, 2026 9:40 PM
To: Jason Baker <BakerJ@caltrain.com>
Cc: Brent Tietjen <TietjenB@caltrain.com>
Subject: Re: URGENT ... Re: 3am pumping

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Jason,

It is unacceptable to be forcibly woken up during the middle of the night, especially on work and school days. This is having a profound impact on both my work, and my son's performance at Palo Alto High school. In addition, it is unacceptable for a company to do this, based on their "due to their trucking logistics".

I request that Caltrain remove the Throne facility, and actually fix the restrooms at the University Ave station. The station has restroom facilities, they just need to be opened, and potentially repaired.

What do we need to do, to make this happen?

Thank you,
Martin

On 2/4/26 11:23 AM, Brent Tietjen wrote:

Hi Martin,

Thanks again for your patience as we discussed this with Throne. As mentioned in my email on Friday, they are able to move weekend servicing of this facility to mid-days.

For weekday servicing (expected 2 times a week), they are not able to consistently commit to later times due to their trucking logistics. Throne has said they may be able to move some of the services to around 5-5:30a, but depending on the day, it may continue to be earlier. The timing is influenced by their other service locations and the start/end points for the truck which limit flexibility on weekdays.

I'm also copying Jason Baker, Director of Government and Community Relations, in case you had additional questions or concerns.

Thanks,

Brent

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

Sent: Saturday, January 31, 2026 12:13 PM

To: Brent Tietjen <TietjenB@caltrain.com>

Cc: Rick Peredia <PerediaR@caltrain.com>

Subject: Re: URGENT ... Re: 3am pumping

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Thanks Brent,

It is encouraging to see Caltrain take this issue seriously.
Please work with Throne, to move all pumping to mid-morning.

Attached is a photo from yesterday (Friday) mid-morning.
Perhaps, Throne has already adjusted the weekday schedule?
Did you get the update, that you were expecting?

Martin

On 1/30/26 11:29 AM, Brent Tietjen wrote:

Hi Martin,

We have worked with Throne and they have confirmed they are able to move the weekend pump truck to mid-mornings. This will reduce the weekday pumps to two.

I am still waiting for more clarity on their weekday plans but hope to have more clarity to you by the end of today. They are working with their driver to see what is possible given their routing and other sites.

Thanks
Brent

--
Martin Sommer

650-346-5307
martin@sommer.net
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"Turn technical vision into reality."

--

Martin Sommer
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"Turn technical vision into reality."

--

Sent from my Android device with K-9 Mail. Please excuse my brevity.

--

Martin Sommer
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"Turn technical vision into reality."

From: [Teresa Hauger](mailto:teresa.hauger@gmail.com)
To: sylvia.arenas@bos.sccgov.org; victoria.lam01@bos.sccgov.org; district1@bos.sccgov.org
Cc: mark.turner@morganhill.ca.gov; robert.sapien@sanjoseca.gov; citycouncil@morganhill.ca.gov; [Board \(@caltrain.com\)](mailto:Board(@caltrain.com)); District2@sanjoseca.gov; jvarela@valleywater.org; board@valleywater.org; oempio@oem.sccgov.org; batteryplant@csmh.org
Subject: URGENT: 1,200 Signatures in 48 Hours - Opposing AES Battery Project / Risk to CSMH & Morgan Hill Community
Date: Thursday, February 19, 2026 10:18:17 AM

Some people who received this message don't often get email from teresa.hauger@gmail.com. [Learn why this is important](#)

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Dear Supervisor Arenas,

I am writing to sound the alarm on a proposed industrial project that has, until now, bypassed public and regional scrutiny. In less than 48 hours, our community petition opposing the AES Monterey Road Battery project has surged to **1,200 signatures**. This rapid response proves that the safety of the Charter School of Morgan Hill (CSMH) and our town's agricultural heritage is a matter of profound regional concern.

Critical Issues for Regional Review:

- **Agricultural Destruction:** The proposed site is currently designated as Green Space/Agricultural Land. AES has suggested they will "opt-in" to a state-level approval process (AB 205) that bypasses local zoning and permitting, effectively stripping the county of its protected agricultural resources for private industrial gain.
- **Evacuation Safety Trap:** CSMH is a single-access campus. Adding a high-hazard facility to the most congested part of our corridor is a recipe for disaster. If a fire requires shutting down Monterey Road, the "seconds" that save lives will be lost in the chaos. **Over 650 students, 60+ staff members, and the school's livestock** would be trapped while emergency responders are forced to close the only access road to stage equipment.
- Furthermore, As documented in the City's 2025 Fire Hazard Severity Zone (FHSZ) Maps, significant portions of Morgan Hill—specifically the western and eastern hillsides—are officially designated as High and Very High Fire Hazard Severity Zones within the Wildland-Urban Interface (WUI). While the proposed site itself sits on the valley floor, its proximity to these high-risk zones creates a critical **"Compound Risk."** A battery event during a high-wind wildfire scenario would result in a catastrophic "double-threat" for emergency responders already focused on hillside protection, leaving more than 650 students at CSMH in an untenable safety position.
- **Toxic Plume vs. Shelter-in-Place:** BESS fires release toxic gases (Hydrogen Fluoride). If traffic is gridlocked, "evacuation" becomes a health hazard. Furthermore, the school's HVAC systems are not equipped to filter chemical off-gassing for students forced to shelter in place.
- **Destruction of the "Living Laboratory":** Siting a high-hazard facility here threatens the permanent loss of our instructional livestock and science curriculum due to chemical fallout and noise. This violates educational equity for our students, particularly those

with sensory sensitivities and IEPs.

- **The 3,200-Foot Safety Mandate:** We are demanding a setback consistent with **AB 303**, ensuring high-hazard industrial sites are not placed within a toxic plume radius of "sensitive receptors" like our students and faculty.
- **Railroad & Transit Risk:** The site across from CSMH is directly behind the **Caltrain/Union Pacific corridor**. A thermal runaway event would release conductive soot, risking electrical arcing in 25,000V lines and paralyzing regional transit.
- **Fiscal Risk to MHUSD:** The fear of a "Hot Zone" at the gate is already causing families to reconsider enrollment. A mass exodus of students would result in a multi-million dollar loss in ADA funding, destabilizing the entire school district's budget.
- **Inadequate Community Engagement:** To our knowledge up to this point, AES has only engaged with CSMH leadership, leaving the City of San Jose, the City of Morgan Hill, and County Fire in the dark. AES has explicitly declined to host a community town hall, stating they are "not prepared" for such a meeting. Instead, they will present at the February 24th CSMH Board meeting. However, due to Brown Act regulations, this setting prohibits the interactive dialogue and "back-and-forth" questioning required for a project of this magnitude. This "information-only" approach leaves parents with no formal venue to voice safety concerns, making your regional oversight even more vital. A developer confident in their safety protocols would welcome a public forum; AES's refusal to meet with the community alongside our city and fire officials suggests they are prioritizing project speed over public safety.

On Monday, February 16th, I contacted San Jose District 2 regarding the specific risks to vulnerable students with IEPs and chemical sensitivities, and I have yet to receive a reply. This silence is unacceptable. With over 1,200 neighbors standing with me, I am asking for your immediate leadership to stop this fast-tracked project to protect our children & our community.

Respectfully,
Teresa K.- CSMH Parent

<https://www.change.org/ProtectMorganHill>

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Thursday, February 19, 2026 11:50 AM
To: Board (@caltrain.com)
Subject: VTA's BART Phase II: March 2026 Construction Update

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**BART SILICON VALLEY
PHASE II EXTENSION PROJECT**

March 2026 Construction Update



[VTA's BART Silicon Valley Phase II Extension Project's March 2026 Construction Update](#) has just been published!

Learn about recent and upcoming construction activities around the Project site, including construction progress made in February 2026, as well as anticipated work in March 2026.

Have a question for us about Phase II?

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



BART SILICON VALLEY PHASE II EXTENSION PROJECT

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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