



JPB Board of Directors
Meeting of August 6, 2026

Correspondence as of July 24, 2026

Subject

1. RE: Palo Alto Throne Pumping Concerns – *Staff response*
2. Re: Palo Alto Throne Pumping Concerns – *Corresponder response*
3. VTA's BART Phase II: August 2026 Construction Update
4. Re: FOLLOW-UP: Formal Petition for Sound Barrier along Central Expressway - Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View – *Staff response*
5. Re: This guy is a worker threatened mem - *Staff response*
6. Re: Request for Immediate Pest Control at Menlo Park Caltrain Station – *Staff response*
7. Re: This guy is a worker threatened mem – *Corresponder response*
8. Maintenance Issue: Sheered Bracket - Train 109 Car 3296
9. FW: Proposal for Youth Cabin
10. RR Bridge over Page Mill Expressway
11. RE: RR Bridge over Page Mill Expressway – *Staff response*
12. Credit card fee for parking tickets
13. Demand to Address Excessive Train Horn Noise Affecting Redwood City Residents
14. RE: Request for Board Clarification Regarding Executive Consulting and Guadalupe River Bridge Project Financial Oversight – *JPB Board Chair response*
15. Re: Demand to Address Excessive Train Horn Noise Affecting Redwood City Residents – *Redwood City City Council Member response*
16. Re: Proposal for Youth Cabin

From: [Brent Tietjen](#)
To: [Martin J Sommer](#); [Jason Baker](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: RE: Palo Alto Throne Pumping Concerns
Date: Thursday, July 16, 2026 2:45:55 PM

Hi Mr. Sommer,

Thank you for your email and we apologize for the inconvenience.

We have reached out to our vendor and they let us know that the usual crew, who is familiar with the time sensitivity, was out sick on that day. As a result, a replacement crew serviced the station at the 3 am time. They have ensured us this was an isolated incident and they will alert all crews that pumping at Palo Alto Station should occur later in the day.

Thank you,
Brent Tietjen

From: Martin J Sommer <martin@sommer.net>
Sent: Friday, July 10, 2026 3:27 AM
To: Jason Baker <BakerJ@caltrain.com>
Cc: Brent Tietjen <TietjenB@caltrain.com>; Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Re: Palo Alto Throne Pumping Concerns

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Hi Jason,

The University Ave Throne pumping has started to be at 3am again!!! Can you please look into this?

Thank you,
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On 2/18/26 7:34 PM, Jason Baker wrote:

Dear Mr. Sommer,

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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:

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Subject: Re: Palo Alto Throne Pumping Concerns
Date: Thursday, July 16, 2026 2:52:26 PM

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Thanks Brent, appreciate it! The pumping is so disruptive, it will rock you from a deep sleep! Hopefully, the need for Throne, will soon be over.

Martin

On 7/16/26 2:45 PM, Brent Tietjen wrote:

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From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Thursday, July 16, 2026 5:30 PM
To: Board (@caltrain.com)
Subject: VTA's BART Phase II: August 2026 Construction Update

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



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

Learn about recent and upcoming construction activities around the Project site, including construction progress made in July 2026, as well as anticipated work in August 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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You are receiving this email because you opted in via our website.

Our mailing address is:

Valley Transportation Authority
2830 De La Cruz Blvd
1st Floor
Santa Clara, CA 95050

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You can [update your preferences](#) or [unsubscribe from this list](#).



From: [Caltrain BOD Public Support](#)
To: [Yukun Chen](#)
Cc: [Board \(@caltrain.com\)](#); [Kmak, Rocelia](#); [city.clerk@mountainview.gov](#); [Freitas, Harry](#); [District5](#)
Subject: Re: FOLLOW-UP: Formal Petition for Sound Barrier along Central Expressway - Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View
Date: Friday, July 17, 2026 11:03:19 AM

Dear Yukun Chen,

Our Operations team conducted testing on multiple trains earlier this year and confirmed that the train horns were operating within the required federal standards.

There are several factors that can contribute to variations in decibel (dB) readings, including weather conditions, humidity, and the surrounding infrastructure. To remain compliant, train horns must produce a sound level of at least 96 dB(A) when measured 100 feet in front of the train in the direction of travel.

The Federal Railroad Administration's requirements (49 CFR § 229.129(a)) are as follows:

- The horn must produce a minimum sound level of **96 dB(A)** at 100 feet in the direction of travel.
- The horn must not exceed a maximum sound level of **110 dB(A)** at 100 feet in the direction of travel.

Thank you for taking the time to share your concerns.

Sincerely,

Your Caltrain BOD Public Support Team

From: Yukun Chen <cykustc@gmail.com>
Sent: Saturday, June 27, 2026 9:48 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Cc: Board (@caltrain.com) <Board@caltrain.com>; [Kmak, Rocelia](#) <rocelia.kmak@rda.sccgov.org>; [city.clerk@mountainview.gov](#) <city.clerk@mountainview.gov>; [Freitas, Harry](#) <harry.freitas@rda.sccgov.org>; [District5](#) <District5@bos.sccgov.org>
Subject: FOLLOW-UP: Formal Petition for Sound Barrier along Central Expressway - Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View

You don't often get email from cykustc@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.

Subject: FOLLOW-UP: Formal Neighborhood Petition - Central Expressway Noise & Safety (Rex Manor)

Dear Director Harry, Acting Director Rocelia, and Caltrain BOD Support Team,

I hope this email finds you well.

It has been one month since our last correspondence regarding the Rex Manor neighborhood's formal petition for noise mitigation and safety barriers along the Central Expressway corridor.

As our community continues to experience compound noise levels reaching 67 dBA following the **2025 Caltrain service expansion**, we are writing to respectfully request an update on the internal reviews and collaborative efforts previously mentioned:

1.

For Santa Clara County Roads & Airports: Have there been any preliminary discussions regarding adding this corridor to future **Capital Improvement Program (CIP)** planning, or any progress in identifying specific state/federal grant opportunities for noise data verification?

2.

For Caltrain: Has your review team completed its assessment of the post-electrification environmental and noise impacts radiating into our residential zone?

3.

Inter-Agency Collaboration: Have the County, Caltrain, and the **City of Mountain View** initiated any joint dialogues to explore cost-sharing mechanisms for this critical infrastructure gap?

Our neighborhood remains highly engaged and deeply concerned about the ongoing safety liabilities of the current chain-link fence and the escalating noise impacts. We would highly appreciate a brief status update or an estimated timeline for when the Department/Board can share its initial findings with the residents.

Thank you for your continued attention to this matter.

Sincerely,

Yukun Chen On behalf of the Rex Manor residents

On Wed, May 27, 2026 at 7:28 PM Yukun Chen <cykustc@gmail.com> wrote:

| Dear Caltrain BOD Public Support Team,

Thank you for your response and for documenting our community's concerns, particularly regarding the increased noise impacts following Caltrain's landmark electrification and service expansion.

Since your team has kindly forwarded this issue to the appropriate parties for review, and given that the Santa Clara County Roads & Airports Department recently indicated a lack of immediate funding for a comprehensive noise evaluation, we respectfully request Caltrain's active involvement on the following fronts:

1.

Inter-Agency Mitigation Data: Will Caltrain share its post-electrification environmental impact data or recent acoustic monitoring with the County Roads & Airports Department to assist them in evaluating this corridor's immediate needs?

2.

Joint Grant Opportunities: Since the service expansion is a primary driver of the compound noise levels affecting Rex Manor, will Caltrain partner with Santa Clara County and the City of Mountain View to jointly pursue California State or Federal Railroad Administration (FRA) mitigation grants for this segment?

3.

Compound Noise Impact Review: While our immediate chain-link fence separates our neighborhood from Central Expressway, the increased horn and track noise from the Caltrain corridor directly opposite the expressway travels completely unobstructed into our homes. We urge your review team to assess how Caltrain's expanded operations have compounded the corridor's overall environmental impact on adjacent residential zones.

CC: Supervisor Margaret Abe-Koga, District 5 (Santa Clara County Board of Supervisors) , Mountain View City Council: We thank the County's Infrastructure Development division, **Supervisor Margaret**, and the **Mountain View City Council** for staying engaged. We hope this recognition from Caltrain serves as a catalyst for a collaborative, multi-agency effort to fund and install the necessary sound attenuation and security infrastructure for our community.

We look forward to an update from the reviewing parties.

Sincerely,

Yukun Chen On behalf of the Rex Manor residents

On Tue, May 26, 2026 at 4:20 PM Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Yukun Chen,

Thank you for sharing this detailed request regarding a proposed permanent masonry sound wall along Central Expressway near the Rex Manor neighborhood in Mountain View.

We have documented your concerns, including the reported noise levels, safety considerations, infrastructure comparisons, and the impact of increased Caltrain service following electrification.

This feedback was forwarded to the appropriate parties for review. Thank you for taking the time to provide such a thorough account of the issue and community perspective.

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <Board@caltrain.com>

Sent: Sunday, May 10, 2026 11:52 AM

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

Subject: FW: URGENT: Formal Petition for Sound Barrier along Central Expressway - Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View

From: Yukun Chen <cykustc@gmail.com>

Sent: Sunday, May 10, 2026 6:51:21 PM (UTC+00:00) Monrovia, Reykjavik

To: director@countyroads.org <director@countyroads.org>

Cc: District5@bos.sccgov.org <District5@bos.sccgov.org>; city.clerk@mountainview.gov <city.clerk@mountainview.gov>; Board (@caltrain.com) <Board@caltrain.com>

Subject: URGENT: Formal Petition for Sound Barrier along Central Expressway - Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View

Some people who received this message don't often get email from cykustc@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: Director Harry of Roads and Airports Santa Clara County Roads and Airports Department

CC: Supervisor Margaret, District 5; Mountain View City Council; Caltrain Board of Directors

Dear Director and Honorable Supervisors,

I am writing to formally request a comprehensive noise and safety evaluation for the installation of a permanent masonry sound wall along the section of **Central Expressway** bordering the **Mountain mountain View Rex Manor** neighborhood, specifically between **Farley Street** and **Beatrice Street**.

Our community is uniquely positioned between two major transit arteries: **Central Expressway** and the **Caltrain corridor**. This creates a compounded noise environment that severely impacts the health, safety, and quiet enjoyment of our homes. Currently, our neighborhood is separated from these high-speed corridors only by a basic chain-link fence and ivy, which is insufficient for the following reasons:

- **Documented Excessive Noise Levels:** Based on initial noise monitoring conducted at our property line during peak hours, ambient noise levels have consistently reached **67 decibels (dBA)**. This level meets the threshold for "noise impact" under federal and state guidelines (23 CFR 772). This compounded noise environment—the constant tire roar from the expressway combined with frequent Caltrain operations—severely impacts the health and quiet enjoyment of our homes. (See Attachment A)
- **Infrastructure Inconsistency and Inequality:** There is a stark disparity in the County's infrastructure along this corridor. Neighboring residential segments along Central Expressway have already been equipped with standard masonry sound walls, while our stretch remains neglected. We request the same level of environmental protection and infrastructure investment afforded to our neighbors. (See Attachment B and C)
- **Critical Safety and Liability:** A simple chain-link fence offers no structural protection against high-speed vehicle runoff accidents from the expressway. Furthermore, the lack of a reinforced barrier poses a significant liability risk should unauthorized pedestrians or pets breach the fence and enter the high-speed expressway or the adjacent live train tracks.
- **2025 Caltrain Service Expansion:** Following the full implementation of Caltrain's electrification and the **significant service expansion in 2025**, the frequency of train operations past our neighborhood has nearly doubled. This increased service volume means our community is now subjected to near-constant noise and vibration throughout the day, leaving zero intervals of quiet. The pre-2025 noise environment has fundamentally changed, necessitating a new, updated acoustic study.

We believe that closing this "gap" in the sound-wall system is a matter of public safety

and equity. We respectfully request that the County Roads and Airports Department, in coordination with Caltrain where applicable, conduct a formal assessment of this site.

We also urge the **City of Mountain View** to actively advocate on behalf of its residents by formally supporting this request to the County. As our primary municipal representatives, your endorsement is critical in ensuring that our neighborhood receives the same environmental and safety standards as other sections of the Central Expressway corridor.

I look forward to your written response regarding the timeline for this evaluation and the steps our neighborhood can take to support this essential infrastructure improvement.

Attached is a formal petition signed by residents of **Rex Manor Bonny Street and Beatrice Street Neighborhood of Mountain View**. We have already sent the original petition with "wet signatures" to the Santa Clara County Roads and Airports Department via certified mail (Tracking # 9589071052702588399191).

We look forward to your response.

Sincerely,

Yukun Chen On behalf of the **Rex Manor Bonny Street and Beatrice Street** residents

From: [Caltrain BOD Public Support](#)
To: mattpete999@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: This guy is a worker threatened mem
Date: Friday, July 17, 2026 11:14:43 AM

Dear Matt Peterson,

Thank you for contacting us. We are sorry to hear about your experience and regret that you were left feeling embarrassed and unsafe.

Caltrain operates under a Proof of Payment (POP) system, which requires passengers to have valid proof of fare before boarding and to present it upon request during fare inspections. If a passenger is not able to provide valid proof of payment, they may be asked to exit the train to resolve the issue .

While our fare inspectors are responsible for enforcing the POP program, they are also expected to treat all customers with courtesy, professionalism, and respect. We apologize if your interaction did not meet those expectations.

Your feedback has been shared with the appropriate department for review. We appreciate you taking the time to let us know about your experience and value your continued patronage.

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Tuesday, July 7, 2026 1:32 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: This guy is a worker threatened mem

From: Matt Peterson <mattpete999@gmail.com>
Sent: Tuesday, July 7, 2026 8:32:17 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Re: This guy is a worker threatened mem

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

On Tue, Jul 7, 2026, 1:31 PM Matt Peterson <mattpete999@gmail.com> wrote:

I'm at Palo Alto now he told me to get off to tag back on and he tried to close the door on me when I try to jump back on the train he told me that he was going to call the cops and told me to get off made me embarrassed and unsafe I am a very well respected passenger. On these trains I ride every day I spend about 80\$ every day with clipper cards he was illegitimately doing it on purpose.

From: [Caltrain BOD Public Support](#)
To: quinnjmaloney@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Request for Immediate Pest Control at Menlo Park Caltrain Station
Date: Friday, July 17, 2026 11:19:57 AM

Dear Quinn Maloney,

Thank you for bringing your concerns to our attention. We understand the importance of maintaining a clean and safe station environment.

The Menlo Park Station has been reported to the appropriate department, and the location is scheduled to be sprayed.

We appreciate your feedback and thank you for helping us identify issues that require attention.

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Tuesday, July 14, 2026 9:11 AM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Request for Immediate Pest Control at Menlo Park Caltrain Station

From: Quinn Maloney <quinnjmaloney@gmail.com>
Sent: Tuesday, July 14, 2026 9:11:30 AM (UTC-08:00) Pacific Time (US & Canada)
To: Tina Dubost <dubostc@samtrans.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Communications Division <communications@caltrain.com>
Subject: Request for Immediate Pest Control at Menlo Park Caltrain Station

Some people who received this message don't often get email from quinnjmaloney@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 Customer Service,

I am writing to report what appears to be a significant cockroach infestation at the Menlo Park Caltrain Station.

Over multiple visits, I have observed numerous cockroaches around the station, particularly during the evening hours. Their presence raises concerns regarding station cleanliness, sanitation, and the overall passenger experience. Beyond being unpleasant, an infestation of this nature can create public health concerns and negatively affect public confidence in the station.

I respectfully request that Caltrain investigate the station as soon as possible and, if warranted, schedule professional pest control services along with an inspection of trash receptacles, drainage areas, landscaping, and other locations where infestations may originate.

If helpful, I am willing to provide photographs, videos, dates, times, and the specific areas where the insects were observed.

Please let me know whether this issue has already been reported and what steps Caltrain intends to take to address it.

Thank you for your attention to this matter and for helping maintain a clean and safe transit system for everyone.

Sincerely,

Quinn Maloney

From: [Matt Peterson](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: This guy is a worker threatened mem
Date: Sunday, July 19, 2026 5:50:16 PM

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

To tell you the truth I think he had seen it was tagged but he lied and said that it wasn't

On Fri, Jul 17, 2026, 11:14 AM Caltrain BOD Public Support
<CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Matt Peterson,

Thank you for contacting us. We are sorry to hear about your experience and regret that you were left feeling embarrassed and unsafe.

Caltrain operates under a Proof of Payment (POP) system, which requires passengers to have valid proof of fare before boarding and to present it upon request during fare inspections. If a passenger is not able to provide valid proof of payment, they may be asked to exit the train to resolve the issue .

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Sincerely,

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Sent: Tuesday, July 7, 2026 1:32 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: This guy is a worker threatened mem

From: Matt Peterson <mattpete999@gmail.com>
Sent: Tuesday, July 7, 2026 8:32:17 PM (UTC+00:00) Monrovia, Reykjavik
To: Board ([@caltrain.com](#)) <board@caltrain.com>
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From: [Carlos Fernandez-Martinez](#)
To: [Board \(@caltrain.com\)](#)
Subject: Maintenance Issue: Sheered Bracket - Train 109 Car 3296
Date: Monday, July 20, 2026 6:46:24 AM

Some people who received this message don't often get email from carlosfernandez1989@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.

Good morning,

I observed a broken piece on the exterior of the train, a bracket has sheered off at both its mounts. Again this is train 109 car 3296, on the north end of the car just before the coupling.



Carlos A. Fernandez-Martinez

From: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: FW: Proposal for Youth Cabin
Date: Monday, July 20, 2026 11:54:03 AM

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

From: Samara Jain <samara.v.jain@gmail.com>
Sent: Thursday, July 16, 2026 2:37 PM
To: cacsecretary [@caltrain.com] <cacsecretary@caltrain.com>; Board (@caltrain.com) <board@caltrain.com>;
ashley.shin.2009@gmail.com; chloefridgen9@gmail.com
Subject: Proposal for Youth Cabin

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

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Hi CalTrain Board and Members!

My name is Samara and I am a high schooler working with the Norman Mineta Summer Academy. I am working on this project with Ashley and Chloe, who are also on the email chain. We are creating a capstone project focused on increasing public transportation safety for youth.

We're designing a proposal for a youth train cabin on the CalTrain. We are wondering if you all have been working on ways to increase youth safety and accessibility on the train yet. Our proposal will help children and teens be able to use the CalTrain without worries of safety. Do you all have suggestions to help us? If it is possible to set this plan in action, we can further discuss how to proceed.

Based on our research, it's not very common to have this kind of cabin. As an avid train user myself it would make the CalTrain more secure and increase the amount of users. This is revolutionary because the Bay Area youth are the future to transport and many families aren't comfortable with their children riding the train with people they are not familiar with. It would also make the CalTrain a trailblazer in the public transport world by setting it ahead of many other transportation agencies.

We would love to hear your feedback and thoughts on our proposal. It is in very early stages but we have about 10 days for our capstone and so we are trying to fast track our proposal, but maybe not the implementation of the cabin. We look forward to your reply and furthering our project.

Thanks so much!
Samara, Ashley, and Chloe

From: [Little, Martin](#)
To: [Board \(@caltrain.com\)](#)
Subject: RR Bridge over Page Mill Expressway
Date: Tuesday, July 21, 2026 12:36:15 PM

Some people who received this message don't often get email from martin.little@rda.sccgov.org. [Learn why this is important](#)

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

Good day.

Martin Little with Santa Clara County Roads & Airports. I've been asked about inspection responsibilities regarding a couple of RR bridges over County Expressways. One of them is the bridge over Page Mill. Was hoping someone there might be able to help us out. Does your organization inspect the Bridge? Our bridge group is unsure here. Anything you have that can shed light on this would be helpful.

Regards,

*Martin A. Little, GISP
County of Santa Clara
Roads & Airports
(408) 494-1340*

From: [Bin Zhang](#)
To: Martin.Little@rda.sccgov.org
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [Jason Dayvault](#)
Subject: RE: RR Bridge over Page Mill Expressway
Date: Tuesday, July 21, 2026 4:13:37 PM
Attachments: [image001.png](#)

Hello Mr. Little,

If the subject bridge is located at the south end of the California Ave Station, parallel to Alma St, over Oregon Expressway and connecting to Page Mill (see screenshot below), then it is a Caltrain-owned bridge. Caltrain inspects the bridge annually.



Thank you,

Bin Zhang, PE
Director Engineering – Design & Construction
166 N. Rollins Road, Millbrae, CA 94030
Office: 650.508.7999 Cell: 650.489.8163
Website: [Caltrain](#)

Caltrain logo with Safety Tagline



From: Little, Martin <Martin.Little@rda.sccgov.org>
Sent: Tuesday, July 21, 2026 12:36 PM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: RR Bridge over Page Mill Expressway

Some people who received this message don't often get email from martin.little@rda.sccgov.org. [Learn why this is important](#)

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

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Regards,

Martin A. Little, GISP
County of Santa Clara

Roads & Airports
(408) 494-1340

From: [Taylor Buckman](#)
To: [Board \(@caltrain.com\)](#)
Subject: Credit card fee for parking tickets
Date: Tuesday, July 21, 2026 8:27:58 PM

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3.95, or almost ten percent of the cost of the ticket is totally unacceptable and even more of a ripoff. It should be criminal and you should be ashamed. This is such a joke.

Sent from Gmail Mobile

From: [Amazing Grace messenger](#)
Cc: public.advisor@cpuc.ca.gov; [Customer Service](#); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); mdiaz@redwoodcity.org; mpadilla@redwoodcity.org; dhoward@redwoodcity.org; ichu@redwoodcity.org; [Gee, Jeff](#) [jgee@redwoodcity.org]; keakin@redwoodcity.org; emartinezsaballos@redwoodcity.org; council@redwoodcity.org
Subject: Demand to Address Excessive Train Horn Noise Affecting Redwood City Residents
Date: Wednesday, July 22, 2026 9:39:09 AM
Attachments: [icon.png](#)
[warning_triangle.png](#)
[icon.png](#)
[warning_triangle.png](#)

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

To Whom It May Concern,

I am writing to express my serious concern regarding the excessive train horn noise in Redwood City.

For years, residents have endured loud train horns throughout the day, late into the night, and in the early morning hours. The frequency and volume of these horns have significantly disrupted the peace and quiet of our community and have deprived many residents of restful sleep.

There is substantial scientific evidence that chronic sleep deprivation can have serious consequences for physical and mental health. These effects include depression, anxiety, irritability, impaired concentration and memory, reduced work performance, increased risk of motor vehicle accidents, weakened immune function, elevated blood pressure, increased risk of heart disease and stroke, obesity, diabetes, and a diminished overall quality of life. Sleep deprivation also affects emotional stability, decision-making, and the ability to function safely in everyday life.

While I recognize that public safety around railroad crossings is critically important, I question whether the current volume and extent of the train horns are the least disruptive means available to achieve that objective.

I have friends who live in Belmont California, and the train does not do any honking. My friends live near the train station. I would like the same respect and consideration as the residents of the City of Belmont California receive, and I believe that a warning audible to those in the immediate vicinity of the crossing may be sufficient without subjecting thousands of nearby residents to unnecessary noise over a much larger area. I live two miles away, and that is grossly excessive and unnecessary.

I respectfully demand that Caltrain and the appropriate responsible agencies immediately evaluate this issue and take reasonable steps to reduce unnecessary train horn noise, including reviewing horn volume, operating procedures, available engineering solutions, and any options permitted under federal law.

If this matter is not addressed in a meaningful way, I intend to explore all legal remedies available, including seeking injunctive relief and any other appropriate action to protect the health, peace, and well-being of Redwood City residents.

We are all going through enough under the current situation in America and the world, and we need more peace around us. I am a senior citizen, and I have heard my friends over the years complaining about Caltrain's train horns.

Now, with the unrest in the world, we all need more peace, so I am reaching out to do my part in finding a resolution to the excessive honking Caltrain does in Redwood City. No city should be subject to this volume. The honking shouldn't travel more than a hundred feet.

Please consider this letter a formal request for prompt action and a written response outlining the measures that will be taken to address these concerns.

Sincerely,

Graciela Mora
(818) 880-7827
Redwood City, California

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

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>
Date: Wed, Jul 22, 2026, 9:22 AM
Subject: Delivery Status Notification (Failure)
To: <gracielamora007@gmail.com>



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Your message wasn't delivered to **FRAPublicAffairs@dot.gov** because the address couldn't be found, or is unable to receive mail.

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550 5.4.1 Recipient address rejected: Access denied. For more information see <https://aka.ms/EXOSmtpErrors> [DS4PEPF0000016F.namprd09.prod.outlook.com 2026-07-22T16:22:25.093Z 08DEE301FFF41C4F]

From: [Board \(@caltrain.com\)](#)
To: [Audrey Brook](#)
Cc: [Public Comment; Board \(@caltrain.com\)](#)
Subject: RE: Request for Board Clarification Regarding Executive Consulting and Guadalupe River Bridge Project Financial Oversight
Date: Wednesday, July 22, 2026 12:54:53 PM

Dear Ms. Brook:

In light of your pending lawsuit, which involves many of the same issues raised in your request, and your threat to file additional complaints, we must decline to respond to your questions.

Chair Rico E. Medina

From: Audrey Brook <audbrook@gmail.com>
Sent: Tuesday, July 7, 2026 8:00 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: Public Comment <PublicComment@samtrans.com>
Subject: Request for Board Clarification Regarding Executive Consulting and Guadalupe River Bridge Project Financial Oversight

You don't often get email from audbrook@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 Chair Medina and Members of the Board,

After reading the *San Mateo Daily Journal* article published on **July 6, 2026**, I have several questions regarding the Board's oversight of consultant spending and the financial management of major capital projects that I hope the Board can help clarify.

As a taxpayer, San Mateo County resident, and Caltrain rider, I respectfully request clarification on the following matters.

Executive Consulting

1. Use of Previously Approved Contingency Authority

According to the *San Mateo Daily Journal*, the approximately **\$1.4 million consulting Work Directive** did not go before the Board because it was funded through the contingency of a previously approved contract.

Given that the Work Directive authorized executive consulting services under a previously approved contract with additional funding, duration, and responsibilities, I respectfully request clarification on the following:

- What criteria are used to determine whether a Work Directive remains within the scope of a previously approved contract and its contingency authority?

- How does the agency determine when changes in scope, purpose, duration, or level of effort become sufficiently significant to warrant returning to the Board for review and approval?
- What governance controls exist to ensure that contingency authority is used consistently with the Board's original authorization?
- What is the Executive Director's delegated authority to approve Work Directives or other expenditures without further Board approval, including any applicable dollar thresholds, scope limitations, reporting requirements, or other conditions established by Board policy?

2. Basis for the Board Chair's Cost Savings Statement

In the *San Mateo Daily Journal* article, Board Chair Rico Medina stated:

"Some projects were off track, and I think it saved us money to have her come on board."

I respectfully request clarification regarding the basis for that conclusion:

- Which specific projects were considered to be "off track"?
- What objective information, performance metrics, or financial analysis supports the conclusion that the consulting engagement resulted in measurable cost savings for those projects?
- How were those cost savings quantified?
- Was this conclusion based on a formal analysis prepared by staff or on management's recommendation?
- If a written analysis exists, would the Board direct staff to publicly provide that analysis?

3. Transition to Employee Status

When was the decision made to reduce the approximately **\$1.4 million consulting Work Directive** and transition the role to an employee position, and when was that decision formally documented?

4. Long-Term Cost Comparison

Caltrain has publicly stated that bringing this leadership role in-house will reduce long-term costs.

Would the Board direct staff to publicly provide the cost comparison analysis supporting that conclusion, including:

- The assumptions used;
- The estimated costs of the consulting arrangement;
- The estimated costs of the employee position (including salary, benefits, retirement,

and related overhead); and

- The projected long-term savings.

5. Guadalupe River Bridge Replacement Project Life-of-Project Financial Summary

The *San Mateo Daily Journal* article specifically cited the Guadalupe River Bridge Replacement Project. To promote transparency regarding the project's financial performance, would the Board direct staff to publicly present a life-of-project financial summary for the Guadalupe River Bridge Replacement Project, including:

- Original Board-approved budget;
- All subsequent Board-approved budget amendments, including the date, amount, and purpose of each amendment;
- All change orders, including the basis and justification for each significant change order;
- Contingency allocations and transfers;
- Current or final project cost;
- Funding sources; and
- Any reported cost avoidance, including the methodology and supporting analysis used to calculate it.

6. Verification of Financial Reporting

How does the Board independently evaluate significant claims of cost avoidance before approving additional appropriations or budget amendments?

If these questions are more appropriately addressed by staff, I would appreciate the Board directing staff to provide a public response so that all interested members of the public may better understand these matters.

I appreciate the Board's willingness to serve the public and recognize that major capital programs involve complex decisions. My intent is to better understand how these decisions were made, how public funds are being managed, and how the Board exercises its oversight responsibilities. I believe greater transparency benefits not only the Board and the agency, but also the taxpayers and riders who rely on Caltrain every day.

Thank you for your time and consideration. I appreciate any clarification the Board is able to provide.

Respectfully,

Audrey

From: [Council-Isabella Chu](#)
To: [Amazing Grace messenger](#)
Cc: [Gee, Jeff \[jgee@redwoodcity.org\]](#)
Subject: Re: Demand to Address Excessive Train Horn Noise Affecting Redwood City Residents
Date: Wednesday, July 22, 2026 1:18:10 PM
Attachments: [icon.png](#)
[warning_triangle.png](#)

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

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Dear Ms Mora,

Thank you for your note and the concern you have shown for the tranquility and quality of life in our City.

I am willing to work towards a quiet zone in Redwood City. However the particulars of a quiet zone are costly and regulated at the national level as are the volume, frequency and location of horn blasts which is why we cannot trivially opt out of them.

I will reach out to the CalTrain Board to see what might be possible in Redwood City.

Warm regards,
Isabella Chu

From: Amazing Grace messenger <gracielamora007@gmail.com>
Sent: Wednesday, July 22, 2026 9:36 AM
Cc: public.advisor@cpuc.ca.gov <public.advisor@cpuc.ca.gov>; customerservice@caltrain.com <customerservice@caltrain.com>; board@caltrain.com <board@caltrain.com>; MGR-Melissa Stevenson Diaz <mdiaz@redwoodcity.org>; Council-Marcella Padilla <mpadilla@redwoodcity.org>; Council-Diane Howard <DHoward@redwoodcity.org>; Council-Isabella Chu <ichu@redwoodcity.org>; Council-Jeff Gee <jgee@redwoodcity.org>; Council-Kaia Eakin <KEakin@redwoodcity.org>; Council-Elmer MartinezSaballos <emartinezsaballos@redwoodcity.org>; GRP-City Council <council@redwoodcity.org>
Subject: Demand to Address Excessive Train Horn Noise Affecting Redwood City Residents

You don't often get email from gracielamora007@gmail.com. [Learn why this is important](#)

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There is substantial scientific evidence that chronic sleep deprivation can have serious consequences for physical and mental health. These effects include depression, anxiety, irritability, impaired concentration and memory, reduced work performance, increased risk of motor vehicle accidents, weakened immune function, elevated blood pressure, increased risk of heart disease and stroke, obesity, diabetes, and a diminished overall quality of life. Sleep deprivation also affects emotional stability, decision-making, and the ability to function safely in everyday life.

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Sincerely,

Graciela Mora
(818) 880-7827
Redwood City, California

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

From: **Mail Delivery Subsystem** <mailer-daemon@googlemail.com>

Date: Wed, Jul 22, 2026, 9:22 AM
Subject: Delivery Status Notification (Failure)
To: <gracielamora007@gmail.com>



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From: [Chloe Fridgen](#)
To: [Samara Jain](#)
Cc: [cacsecretary \[@caltrain.com\]](#); [Board \(@caltrain.com\)](#); [ashley.shin.2009@gmail.com](#)
Subject: Re: Proposal for Youth Cabin
Date: Wednesday, July 22, 2026 2:30:21 PM

Some people who received this message don't often get email from chloefridgen9@gmail.com. [Learn why this is important](#)

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Hi CalTrain Team!

I hope you are well. We just wanted to follow up on our proposal. We'd be happy to hear any feedback or suggestions that you may have. Please let us know as soon as possible, we are eager to collaborate with you.

Sincerely,

Chloe Fridgen

On Thu, Jul 16, 2026 at 2:37 PM Samara Jain <samara.v.jain@gmail.com> wrote:

Hi CalTrain Board and Members!

My name is Samara and I am a high schooler working with the Norman Mineta Summer Academy. I am working on this project with Ashley and Chloe, who are also on the email chain. We are creating a capstone project focused on increasing public transportation safety for youth.

We're designing a proposal for a youth train cabin on the CalTrain. We are wondering if you all have been working on ways to increase youth safety and accessibility on the train yet. Our proposal will help children and teens be able to use the CalTrain without worries of safety. Do you all have suggestions to help us? If it is possible to set this plan in action, we can further discuss how to proceed.

Based on our research, it's not very common to have this kind of cabin. As an avid train user myself it would make the CalTrain more secure and increase the amount of users. This is revolutionary because the Bay Area youth are the future to transport and many families aren't comfortable with their children riding the train with people they are not familiar with. It would also make the CalTrain a trailblazer in the public transport world by setting it ahead of many other transportation agencies.

We would love to hear your feedback and thoughts on our proposal. It is in very early stages but we have about 10 days for our capstone and so we are trying to fast track our proposal, but maybe not the implementation of the cabin. We look forward to your reply and furthering our project.

Thanks so much!

Samara, Ashley, and Chloe