JPB Board of Directors
Meeting of November 5, 2026

Correspondence as of October 23, 2026

#	Subject
1.	Santa Clara County Board of Supervisor 10/20 Meeting: Item 10 Agenda
2.	Request to review increased train horn noise in Redwood City
3.	Excessive early-morning horn noise – Rengstorff Ave crossing, Mountain View
4.	VTA's BART Phase II: November 2026 Construction Update
5.	Third Follow-Up: Caltrain Quiet Car Pilot — Request for Launch Date
6.	Business Case for Stadler change order pivoting from a failed BEMU experiment to 6 MWh Battery-Electric Locomotives (BELs)
7.	Urgent: 2030 Census Proposed Federal Rule Comments– Certified Resolution No. 082152 (Regional Partners)
8.	Re: Complaint: Conductor Conduct and Denied Boarding, San Francisco Station, October 14, 2026 – *Staff response*
9.	Request for status of administrative review — Citation 52001195
10.	Re: Excessive early-morning horn noise – Rengstorff Ave crossing, Mountain View – *Staff response*
11.	Beneficiary Designation -Horn
12.	October 21, 2026 Update - Tour, Chat & Catch up with City Manager Melvin Gaines
13.	Project Update Request – Middle Avenue Bike-Ped Undercrossing

From: Kagiri, Mburu
To: Board (@caltrain.com)
Cc: Customer Service
Subject: Santa Clara County Board of Supervisor 10/20 Meeting: Item 10 Agenda
Date: Thursday, October 15, 2026 7:15:03 PM
Attachments: Outlook-bvasqelq.png
Outlook-awh3dqze.png

Some people who received this message don't often get email from mburu.kagiri@bos.sccgov.org. Learn why this is important

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Hello Caltrain Board of Directors,

I hope this email finds you well. My name is Mburu Kagiri and I am a Policy Aide with Supervisor Otto Lee of Santa Clara County. Supervisor Lee sponsored the introduction of a report by Caltrain to provide insights into the impacts of a "No External Funding Scenario" on services. In preparation of the October 20th Board of Supervisors meeting and in hopes of better understanding the provided presentation (Item 10 on the Agenda Docket) I am hoping to inquire into the following:

1. How has revenue from employer and institutional passes changed since the pandemic? Have there been dramatic shifts to annual mobility contracts to employers, universities, hospitals, government agencies, etc? If so, how concerning are the risks for such discounts negatively impacting full-fare sales?
2. Given projections of long-term, non-fare revenue strategies as part of the “No External Funding Scenario,” how feasible are they considering the potential funding spiral by 2028? For instance, what expectations exist to successfully pursue fiber optic cable and telecommunications leasing, or property holdings revenue, following FY2028 service cuts?
3. The Schedule listed on page 17 of the Presentation attachment indicates that Measure Funds will allow continuation of FY26 Service levels. Given that such service levels are coupled with a $75M deficit, does this mean that measure funds will only stall rather than address the root of the deficit?

Your responses will be immensely beneficial in aiding the Supervisor's preparation for the meeting, allowing for a more informed conversation and a better opportunity for Caltrain to stress its mitigation efforts. Thank you in advance for your assistance, and I look forward to your response.

Kindly,

Mburu Kagiri
Policy Aide
Office of Supervisor Otto Lee, District Three, County of Santa Clara
th

70 West Hedding Street, East Wing, 10 Floor | San José, CA 95110
Office: (408) 299-5030
Pronouns: he/him/his
mburu.kagiri@bos.sccgov.org

Follow D3 online: SupervisorLee.org | Instagram@OttoLeeD3 | Facebook/SupervisorOttoLee



From: yzhong0908@gmail.com
To: Board (@caltrain.com)
Subject: Request to review increased train horn noise in Redwood City
Date: Friday, October 16, 2026 9:06:57 AM

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Hi Caltrain Board,

I live near the intersection of King Street and James Street in Redwood City. Over the past few days, Caltrain horns have sounded noticeably louder from my home, including daily around 11 p.m. and today, October 16, at approximately 8:56 a.m. Pacific. The exact train and rail crossing are unknown.

Could staff investigate whether changes to horn settings, equipment maintenance, or operating practices might explain this? Please also clarify the applicable horn-use and volume standards and whether staff can check compliance. I haven't measured the sound levels.

I submitted customer feedback today and received confirmation that it would be forwarded to staff. I'd appreciate a written response with your findings and possible ways to reduce neighborhood noise while maintaining safety.

Thank you,
Yi Zhong

From: Jessica Zeng Horvitz
To: Board (@caltrain.com)
Cc: city.clerk@mountainview.gov
Subject: Excessive early-morning horn noise – Rengstorff Ave crossing, Mountain View
Date: Friday, October 16, 2026 12:14:17 PM

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Caltrain Board,

I live near Sierra Vista Ave and Sage Loop in Mountain View, close to the Rengstorff Avenue crossing. Over the past week, horn noise from early-morning trains has become noticeably louder than it used to be, and it is waking me around 5:55 a.m. regularly. I use a white noise machine and ear plugs, but unfortunately I can still hear the horn.

I understand horns are required at grade crossings. I'm asking for:

1. A compliance review of horn use at Rengstorff for early-morning trains, confirming horns are sounded only within the required window and not above the necessary volume.
2. Confirmation that horn volume settings on the electric fleet match the levels Caltrain reset them to after the earlier complaints.
3. An update on the Rengstorff Avenue Grade Separation schedule, and whether interim mitigation is possible until it's complete.

Approximate times I've been woken: 5:55am, 6:25am, and so on.

I'm also supporting the Rex Manor neighbors' petition on corridor noise along Central Expressway.

Thank you,
Jess

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Friday, October 16, 2026 3:00 PM
To: Board (@caltrain.com)
Subject: VTA's BART Phase II: November 2026 Construction Update

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VTA's BART Silicon Valley Phase II Extension Project's November 2026 Construction Update has just been published!

Learn about recent and upcoming construction activities around the Project site, including construction progress made in October 2026, as well as anticipated work in November 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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Valley Transportation Authority
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Santa Clara, CA 95050

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From: Helene Grossman
To: Caltrain BOD Public Support; Board (@caltrain.com)
Subject: Third Follow-Up: Caltrain Quiet Car Pilot — Request for Launch Date
Date: Sunday, October 18, 2026 3:32:33 PM

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

Dear Caltrain BOD and Public Support Team,

I am writing again to follow up on the Caltrain Quiet Car pilot --

I wrote in September and received no response. I followed up several weeks later and received no response. So I am trying again.

In August 2025, Caltrain announced that the Quiet Car pilot would move forward, stating that "we aim to roll it out in the coming months." In June 2026, Caltrain provided another assurance, indicating that the pilot was expected to launch later that summer.

It has now been more than 14 months since the initial announcement, and we are well past the anticipated summer launch. **Could Caltrain please commit to a specific launch date?**

It is deeply disappointing that a pilot with widespread rider support, which has already been approved and would provide such meaningful benefits, has taken this long to implement.

For many riders, a Quiet Car would truly transform the commuting experience -- providing a peaceful environment where passengers could work, read, or simply enjoy their ride. This is a simple, low-cost amenity that could substantially improve the experience of riding Caltrain.

It is especially frustrating that regional transit agencies are now asking taxpayers for additional funding through the proposed Regional Transit Measure (RTM), while Caltrain has yet to deliver even this modest service improvement. It is difficult to build public trust and support for additional transit funding when previously approved improvements go unfulfilled.

Could you please respond and provide a concrete launch date?

Thank you,

Helene Grossman

On Sat, Oct 10, 2026 at 5:31 PM Helene Grossman <helenegrossman@gmail.com> wrote:

> Dear Caltrain BOD and Public Support Team,
>
> I'm following up on my message from 2 weeks ago - could you advise on the status of the Quiet Car pilot? Is there a launch date scheduled? Could we please commit to a launch date?
>
> It's been 14 months since the decision to do a pilot, and it is well past the late summer timeline last communicated.

This would be such an amazing gift to Caltrain riders, but only if it actually launches :)

Thank you!

Sincerely,
Helene Grossman

On Sat, Sep 26, 2026 at 2:07 PM Helene Grossman <helenegrossman@gmail.com> wrote:

> Dear Caltrain BOD and Public Support Team,
>
> I'm following up on the Quiet Car pilot. In June, you shared that the plan was anticipated to launch later in the summer. Now that fall has arrived, could you please provide a confirmed launch date?
>
> It has been over a year since the decision to move forward with the pilot. If a launch date is still unavailable, could you explain what remains unresolved and when the public can expect a firm date?
>
> Thank you,
> Helene
>
> On Wed, Jun 17, 2026 at 11:43 AM Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com> wrote:
>
> > Dear Helene Grossman,
> >
> > Thank you for taking the time to share your thoughtful feedback regarding the Quiet Car pilot. We appreciate your recognition of the work that has gone into developing the pilot program.
> >
> > We are pleased to share that the Quiet Car pilot plan is currently in final executive review and is anticipated for implementation later this summer. While we do not yet have a specific launch date to announce, progress continues to be made toward implementation.
> >
> > Thank you for your patience and for advocating for improvements that enhance the rider experience.
> >
> > Sincerely,
> >
> > Your Caltrain BOD Public Support Team
> >
> > ---
> >
> > **From:** Board (@caltrain.com) <Board@caltrain.com>
> > **Sent:** Tuesday, June 16, 2026 4:29 PM
> > **To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Subject: FW: Quiet Car Pilot: Please Commit to a Timeline

From: Helene Grossman <helenegrossman@gmail.com>
Sent: Tuesday, June 16, 2026 11:29:17 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Quiet Car Pilot: Please Commit to a Timeline

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Dear Caltrain Board Members,

Thank you for your service and for all the work you do to support Caltrain riders. I know there are many competing priorities, and I appreciate the time and care that goes into improving the system.

I am writing to respectfully ask for a clear timeline for Caltrain's Quiet Car pilot.

It has been nearly a year since Caltrain decided to move forward with a Quiet Car pilot, and riders still do not appear to have a public implementation timeline. In February, Caltrain presented a thoughtful and practical Quiet Car plan. It looked excellent -- simple, low-cost, and responsive to a real rider need.

I am grateful that Caltrain took the idea seriously and developed a plan. I am just pleading now for the next step: please give riders a timeline, and please get the pilot launched.

For some commuters, this would make an enormous difference. I have largely been avoiding Caltrain for my commute because I value having a quiet space to work or read, and I find it very difficult to sit near loud phone calls or conference calls. Today, I am taking Caltrain again, and I have already had to move twice because of loud calls.

A Quiet Car would create space for everyone. Riders who need to take calls would still have most of the train available to them. Riders who need quiet would finally have a place to go. Caltrain should serve all of its riders, including those who need a quieter environment to travel comfortably.

This seems like such a low-cost, high-impact improvement. It does not require new trains or major infrastructure. It mainly requires signage and communication.

Please let riders know what progress has been made since the February presentation, what remains unresolved, and when the pilot can begin. Without a timeline, there is no accountability -- and after nearly a year, it is hard to understand why riders still do not even have a date to count on.

Please, for the sake of your ridership, commit to a public launch timeline for the Quiet Car pilot.

Thank you again for your service and for considering this request.

Sincerely,
Helene Grossman

From:	Roland Lebrun
To:	Board (@caltrain.com)
Cc:	Baltao, Elaine [board.secretary@vta.org]; cacsecretary [@caltrain.com]; carb@public.govdelivery.com; Christina Watson; SFCTA Board Secretary; SFCTA CAC; Capitol Corridor
Subject:	Business Case for Stadler change order pivoting from a failed BEMU experiment to 6 MWh Battery-Electric Locomotives (BELs)
Date:	Monday, October 19, 2026 5:26:48 AM

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Dear Chair Medina and Board members,

Further to the latest developments in the LTK Engineering BEMU debacle, I am pleased to present the Caltrain and TAMC Boards with a proposal to pivot to a Battery-Electric Locomotive (BEL) solution capable of extending Caltrain's existing 7-car KISS EMU range by up to 150 miles into non-electrified territory, **thereby introducing single-seat rides between San Francisco and Salinas**.

Please note that these BELs are equipped with both Shaku (for sub-60-second coupling/uncoupling at Tamien) as well as AAR couplers for Maintenance of Way (MOW) operations, **thereby complying with CARB's diesel elimination mandate.**

Finally, this proposal includes a Battery Energy Storage System (BESS) at Tamien recharged by regenerative braking and capable of recharging A BEL back to 80% in under 30 minutes, **thereby capturing the energy necessary to operate up to 20 daily round trips between Tamien and Salinas <u>at no utility costs and without any additional charging infrastructure south of Tamien.</u>**

Respectfully presented for your consideration.

Roland Lebrun

PS. I am available for further technical assistance as needed at your staff's convenience.

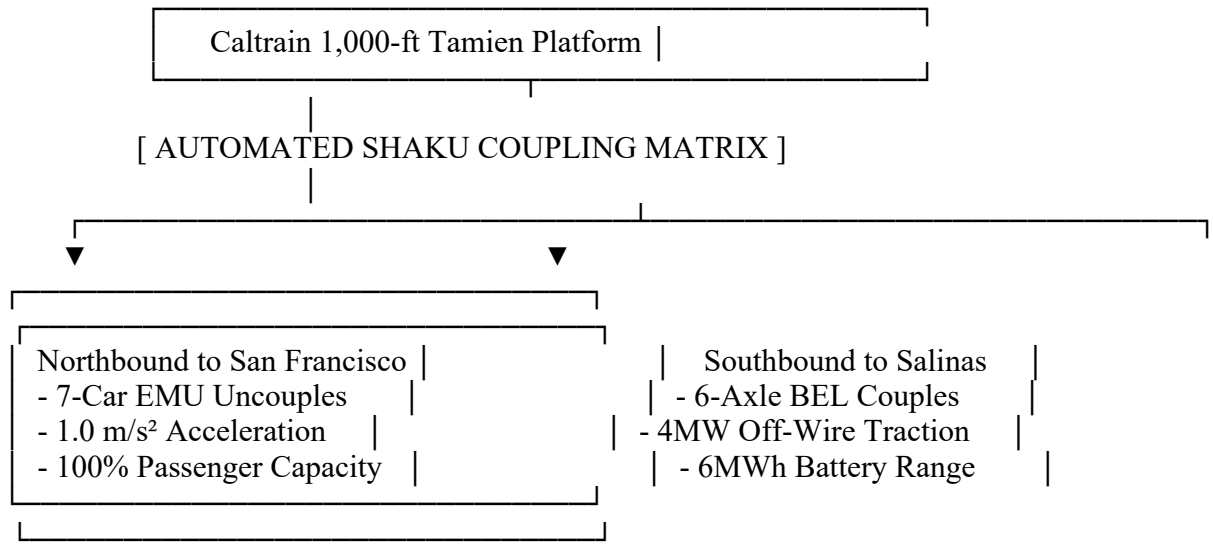
Executive Summary

The Peninsula Corridor Joint Powers Board should direct staff to issue a Change Order to Stadler Rail to advance a dual-ended 6MWh Battery-Electric Locomotive (BEL) and 20MWh Battery Energy Storage System (BESS) concept. This strategy optimizes California's strict zero-emission rail mandates by expanding zero-emission commuter rail service to Salinas without modifying Caltrain's existing **7-car Electric Multiple Unit (EMU)** passenger cabins.

By leveraging automated **Scharfenberg (Shaku) couplers** and **Train Control Management System (TCMS)** integration, a 6-axle, 4MW BEL can dynamically couple to a standard 7-car EMU at Tamien Station. This approach maintains rapid-transit acceleration under the wires between San Francisco and San Jose while providing the traction power and battery capacity needed to handle the **130-mile un-electrified round trip to Salinas <u>on a single charge</u>**.

Financially, the proposal relies on a **20MWh BESS at Parallel Station 7 (PS7)** that trickle-charges from mainline regenerative braking. This enables rapid DC fast-charging at the Highway 87 pocket track without impacting the local utility grid. By replacing high-emission Maintenance of Way (MOW) diesels with the BEL's utility-facing **AAR knuckle coupler** and reducing emergency EMU rescue times by 40 minutes, this concept improves operational efficiency.

This change order fits within existing state zero-emission capital allocations. It provides a highly scalable, zero-carbon alternative to traditional, lower-capacity battery train designs.



Strategic Objectives & Fleet Architecture

The core value of this architecture is its ability to separate high-density electrified operations from long-distance, un-electrified regional extensions while maintaining standard rolling stock configurations.

1. 100% Passenger Capacity Retention

Traditional Battery-Electric Multiple Unit (BEMU) designs often require sacrificing passenger seating space to house heavy battery enclosures within the coach frame. By shifting the entire 6MWh energy storage matrix into a standalone, 6-axle locomotive frame, **Caltrain maintains 100% of its standard 7-car EMU passenger capacity (675+ seats)** during peak commute hours,

preventing platform overcrowding.

2. Dynamic Uncoupling & Mainline Optimization

Dragging a heavy battery pack under live, electrified catenary wires creates unnecessary weight and energy drag. This proposal utilizes dynamic uncoupling at Tamien Station to keep operations optimized:

- **The Northbound Fleet:** At Tamien, the BEL uncouples and reverses to a dedicated pocket track. The 7-car EMU proceeds north to San Francisco with its unencumbered **1.0 m/s² rapid acceleration**, protecting tight commuter timetables.
- **The Southbound Fleet:** The incoming EMU couples to a waiting BEL via an automated Scharfenberg head. The train runs south onto Union Pacific tracks as a combined **8-car trainset**, utilizing the BEL's 4MW traction motor.

3. MOW Diesel Elimination & Rapid Rescue Capabilities

The BEL features an asymmetric coupling configuration, with a Shaku coupler on the passenger end and a standard **AAR knuckle coupler** on the utility end. This allows the locomotive to perform dual roles:

- **Zero-Emission MOW Operations:** The BEL can haul heavy freight-style maintenance flatcars, **eliminating Caltrain's high-emission legacy diesel MOW fleet.**
- **Accelerated EMU Rescue:** In an emergency, the BEL can couple directly to a stranded EMU without manual adapter brackets or ground-level air line connections, **shaving an estimated 40 minutes off mainline rescue operations**.

Track Infrastructure & Grid Integration

Operating a heavy locomotive on freight networks while delivering fast-charging power requires balancing track dynamics with smart energy storage.

1. Mitigating Track Stress via 6-Axle Design

A 6MWh battery pack paired with a 4MW traction motor results in a gross locomotive weight of approximately **145 metric tons**. Implementing a **6-axle (Co-Co) bogie configuration** distributes this mass evenly:

- **Axle Load Reduction:** Individual axle loads drop to **24.1 metric tons**, which is well below Union Pacific's heavy-freight damage thresholds.
- **Dynamic Stability:** Spreading the 4MW of motor torque across 12 contact wheels

prevents wheel slip on slick rails and reduces dynamic rail stress through the Pajaro Gap and Salinas Valley curves.

2. The 20MWh BESS Substation Buffer

To avoid high utility peak demand charges and localized grid strain, a **20MWh Containerized Battery Energy Storage System (BESS)** is integrated at Parallel Station 7 (PS7) along the Highway 87 embankment:

- **Energy Recycling:** The BESS trickle-charges day and night by capturing the high-voltage regenerative braking energy generated by mainline EMUs slowing into Tamien.
- **Grid-Isolated Fast Charging:** When a BEL docks at the pocket track, the substation draws directly from the 20MWh BESS to deliver a **high-speed DC fast charge (back to 80% in 30 minutes or less)**, insulating the local municipal grid from extreme power spikes.

Financial Plan & Implementation Timeline

Advancing this concept as a Stadler change order provides a clear path toward financial break-even through grid arbitrage, lower fuel costs, and minimized track maintenance fees.

1. Capital Expenditure Breakdown

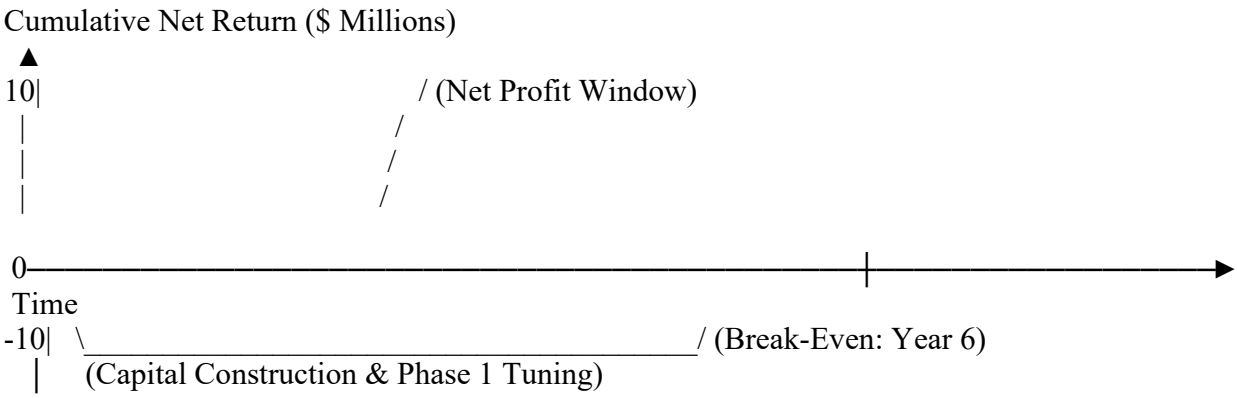
The project budget scales across three primary categories:

- **Procurement of 6-Axle BEL Prototypes:** Design, crashworthiness engineering, and fabrication of the bi-coupling 4MW locomotive frames by Stadler Rail.
- **PS7 BESS Infrastructure Installation:** Site preparation, concrete foundation slabs along the Highway 87 embankment, and procurement of utility-scale LFP battery storage enclosures.
- **Automated Charging Interface:** Installation of a rigid overhead conductor rail (OCR) or ground-contact plates within the Tamien storage tracks.

⏱️ 2. Return on Investment (ROI) Matrix

Phase	Timeline	Operational Focus	Financial Impact
Phase 1	Years 1-2	Local Demand Mitigation & Regenerative Capture	Saves **$300,000–$500,000/year** by avoiding PG&E peak demand charges.
Phase 2	Years 3-5	CAISO Wholesale Market Arbitrage & Regulation	Generates **$1.2M–$1.8M/year** via peak discharging and frequency balancing.

Phase 3	Year 6+	**Net Profitability Threshold Achieved**	Full capital payback met. Churns out long-term operational profit.



Recommendation & Directives

To advance this zero-emission rail project, it is recommended that the Caltrain Board issue the following directives to staff:

1. **Authorize Stadler Change Order Negotiations:** Direct staff to initiate formal technical and financial scoping with Stadler Rail to draft a change order for a **6-axle, dual-ended 4MW/6MWh BEL prototype**, utilizing remaining BEMU pilot funding allocations.
2. **Initiate Joint Transit-Utility Engineering:** Instruct staff to collaborate with PG&E and CAISO to complete the electrical interlocking designs for the **20MWh BESS tie-in at Parallel Station 7**.
3. **Engage Regulatory Partners:** Direct staff to submit the dual-mass vehicle profile to the Federal Railroad Administration (FRA) to begin crash energy management (49 CFR Part 238) review and scheduling for testing at the TTC facility in Pueblo, Colorado.

From:	Kim Boverio
Cc:	Kate Hiester; Kim Boverio
Subject:	Urgent: 2030 Census Proposed Federal Rule Comments– Certified Resolution No. 082152 (Regional Partners)
Date:	Monday, October 19, 2026 9:42:31 AM
Attachments:	image001.png Certified Copy Resolution No. 082152.pdf
Importance:	High

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Hello.

Attached is a certified copy of Resolution No. 082152, adopted by the San Mateo County Board of Supervisors on October 6, 2026, supporting the County of San Mateo's making or joining in comments opposing a proposed federal rule that would change the conduct of the 2030 Census.

The Resolution directs the Clerk of the Board to transmit a certified copy to the appropriate federal, state, and regional agencies and other entities identified in the Resolution and, for regional agencies of which the County is a member, request that such agencies submit or join in a comment consistent with the Resolution.

There are only 14 days remaining to submit comments, so timely action by our regional partners is especially important. We encourage you to review the Resolution and take any appropriate action before the comment period closes.

Please retain the attached certified copy for your records.

Thank you,

Kim Boverio
Assistant Clerk of the Board
(650) 363-1802

County Executive's Office
500 County Center, 5th Floor
Redwood City, CA 94063
www.smcgov.org


COUNTY OF SAN MATEO

RESOLUTION NO. 082152

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * * *

RESOLUTION SUPPORTING COUNTY OF SAN MATEO'S MAKING OR JOINING IN COMMENTS OPPOSING A PROPOSED FEDERAL RULE THAT WOULD CHANGE THE CONDUCT OF THE 2030 CENSUS TO EXCLUDE MANY NONCITIZEN RESIDENTS FROM THE APPORTIONMENT COUNT, ELIMINATE RACE AND ETHNICITY QUESTIONS, AND ADD A LEGAL-STATUS QUESTION TO THE DECENNIAL CENSUS QUESTIONNAIRE

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, Article 1, Section 2, Clause 3 of the United States Constitution "Enumeration Clause and Apportioning Seats in the House of Representatives" requires "actual enumeration" or taking a census of the population of the United States for purposes of apportioning seats in the House of Representatives; and

WHEREAS, Section 2 of the Fourteenth Amendment provides that "Representatives shall be apportioned among the several States according to their respective numbers, counting the whole number of persons in each State;" and

WHEREAS, an accurate decennial census is foundational to representative democracy, congressional apportionment, Electoral College allocation, redistricting, voting rights enforcement, public planning, and the equitable allocation of public resources; and

WHEREAS, the County of San Mateo is home to diverse communities, including immigrant residents, mixed-status families, diverse sexual orientations and gender identities, limited-English-proficient residents, and communities of color whose full and accurate inclusion in Census data is essential to equitable representation, public service planning, and effective government; and

WHEREAS, on September 10, 2026, the United States Department of Commerce, through the United States Census Bureau, published a proposed rule entitled "Decennial Census of the Population of Americans; Proposed Residence Criteria and Proposed Regulations for Demographic Questions," Docket No. USBC-2026-0628, RIN 0607-AA75 ("Proposed Rule"); and

WHEREAS, the Proposed Rule would define "usual residence" for purposes of congressional apportionment in a manner that would count United States citizens and lawful permanent residents, while excluding all other foreign citizens from the apportionment count, including people who reside in, work in, attend school in, pay taxes in, and otherwise are part of communities in San Mateo County and throughout the United States; and

WHEREAS, excluding residents from the apportionment count based on immigration status risks reducing California's and other affected states' representation in Congress and the Electoral College, while weakening the principle that political representation should reflect the people who live in and are served by a community; and

WHEREAS, the Proposed Rule also would prohibit questions concerning race and ethnicity from appearing on the decennial census short-form questionnaire or any other questionnaire used for enumeration; and

WHEREAS, decennial census race and ethnicity data are critical benchmarks for measuring demographic change, identifying disparities, informing equitable public policy and service delivery, supporting civil rights compliance and enforcement, conducting fair and effective redistricting, and enabling government agencies and community organizations to assess whether all communities are being reached and served; and

WHEREAS, eliminating race and ethnicity questions from the decennial census would impair the availability of authoritative, nationwide, community-level demographic information and would make it more difficult to identify and remedy inequities affecting historically underserved and underrepresented communities; and

WHEREAS, the proposed rule change rationale for removing race and ethnicity could also be utilized to remove the question included in the 2020 survey regarding "opposite-sex" or "same-sex" partnership, eliminating the opportunity to generate statistics that could help support the LGBTQ+ population; and

WHEREAS, the Proposed Rule also solicits comment on adding a legal-status question to the decennial census short-form questionnaire; and

WHEREAS, a question concerning citizenship or legal status on the decennial census questionnaire could deter participation among immigrant households and mixed-

status families, thereby increasing the risk of an undercount and diminishing the accuracy of Census data used for apportionment, redistricting, voting rights protections, public planning, and public resource allocation; and

WHEREAS, the Census Bureau is considering expanded use of administrative records, including records from federal, state, local, tribal, and third-party sources, to assess legal status and residence, which raises significant concerns regarding data accuracy, completeness, due process, privacy, public trust, and the potential chilling effect on Census participation; and

WHEREAS, the County of San Mateo has a compelling interest in a decennial census that counts every person residing in San Mateo County once, only once, and in the right place, without regard to citizenship or immigration status, and that preserves the demographic information necessary to advance equitable democracy and evidence-based government.

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that the Board of Supervisors of the County of San Mateo:

1. Opposes the Proposed Rule's exclusion, for purposes of congressional apportionment, of persons who reside in the United States but are not United States citizens or lawful permanent residents; and
2. Urges the United States Department of Commerce and the United States Census Bureau to retain a residence-based decennial census enumeration that counts every person residing in each state, consistent with the Fourteenth Amendment's

requirement to apportion Representatives based on the whole number of persons in each state; and

3. Opposes the Proposed Rule's prohibition on collecting race and ethnicity information through the decennial census questionnaire and urges the United States Census Bureau to retain meaningful, self-reported race and ethnicity questions in the 2030 Census; and
4. Opposes the addition of a citizenship, immigration-status, or legal-status question to the 2030 Census short-form questionnaire and urges the United States Census Bureau not to use Census responses or administrative-record matching in a manner that discourages participation, undermines confidentiality, or results in the exclusion of residents from the apportionment count; and
5. Urges the United States Department of Commerce and the United States Census Bureau to withdraw or substantially revise the Proposed Rule to protect an accurate, inclusive, confidential, and equitable decennial census; preserve fair representation and voting rights; and ensure that Census data remain fit for public planning, civil rights enforcement, and the equitable delivery of public services; and
6. Authorizes and directs the County Executive, or designee, in coordination with the Office of Community Affairs, Office of Racial and Social Justice, Office of Legislative Affairs, County Attorney's Office, and other appropriate County departments, to submit or join in a comment letter consistent with this Resolution to the United States Census Bureau in Docket No. USBC-2026-0628 by the applicable public-comment deadline; and

7. Directs the Clerk of the Board to transmit a certified copy of this Resolution to the Secretary of Commerce; the Director of the United States Census Bureau; the County's federal legislative delegation; the California Governor; the California Attorney General; the California Secretary of State; the California Complete Count Committee; all regional agencies of which the County is a member and request that such agencies submit or join in a comment consistent with this Resolution; and such other entities as the County Executive or designee determines appropriate.

* * * * * *

RESOLUTION NUMBER: 082152

Regularly passed and adopted this 6h day of October, 2026

AYES and in favor of said resolution:

Supervisors: *JACKIE SPEIER*

NOELIA CORZO

RAY MUELLER

LISA GAUTHIER

DAVID J. CANEPA

NOES and against said resolution:

Supervisors: *NONE*

STATE OF CALIFORNIA }
COUNTY OF SAN MATEO } ss.

MICHAEL P. CALLAGY, Clerk of the Board of Supervisors, does hereby certify that the above and foregoing is a full, true and correct copy of:

Resolution No. 082152

entered in the minutes of said board.

In Witness Whereof, I have hereunto set my hand and the seal of said Board this 10th day of October, 2026

MICHAEL P. CALLAGY, Clerk of the Board

By Kim Borenio Asst. Deputy

Noelia Corzo

President, Board of Supervisors
County of San Mateo
State of California

Certificate of Delivery

I certify that a copy of the original resolution filed in the Office of the Clerk of the Board of Supervisors of San Mateo County has been delivered to the President of the Board of Supervisors.

APPROVED BY
BOARD OF SUPERVISORS

OCT 06 2026

CLERK OF BOARD
BY Kim Borenio DEPUTY Asst.

Kim Borenio

Assistant Clerk of the Board of Supervisors

From: Caltrain BOD Public Support
To: kadirtoksoy@gmail.com
Cc: Board (@caltrain.com)
Subject: Re: Complaint: Conductor Conduct and Denied Boarding, San Francisco Station, October 14, 2026
Date: Monday, October 19, 2026 3:39:49 PM

Dear Kadir Toksoy,

Thank you for providing a detailed account of your experience at San Francisco station on October 14, 2026. We're sorry to hear about the interaction you described and the distress and disruption it caused.

We expect our staff to communicate safety instructions clearly and respectfully. Your concerns about the conductors' behavior and the denial of boarding will be forwarded to Rail Operations Management for review, along with your supporting documentation and requests to preserve and review any available camera footage.

We appreciate you bringing this matter to our attention.

Kind regards,
Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Wednesday, October 14, 2026 10:48 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Complaint: Conductor Conduct and Denied Boarding, San Francisco Station, October 14, 2026

From: Kadir Toksoy <kadirtoksoy@gmail.com>
Sent: Wednesday, October 14, 2026 10:47:24 PM (UTC-08:00) Pacific Time (US & Canada)
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Complaint: Conductor Conduct and Denied Boarding, San Francisco Station, October 14, 2026

Some people who received this message don't often get email from kadirtoksoy@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 Whom It May Concern:

I am filing a complaint about my treatment by two Caltrain conductors at the San Francisco station on October 14, 2026, at about 5:45 PM.

I had paid my fare (attached is the proof to show this is a real person, and a real event) and intended to board Train 424, scheduled to depart at 5:48 PM for San Mateo. I realized I was on the wrong platform, which was for Train 152, so I started walking directly across to the platform for Train 424. I saw no fence or barrier, so I did not realize I wasn't allowed to cross there.

A conductor yelled at me as I did. He is white, about 6'2", over 55, with white facial hair. He yelled at me to leave the area by walking backward. Instead, I walked toward the closer exit on my right, and he became visibly angry. When I went to the door to board Train 424, he refused to let me on. He also came very close to my face, so I asked whether he was going to attack me. He continued to yell at me.

I told him I didn't know the rule and apologized. He remained aggressive and did not explain the rule or give me a way to correct my mistake. He then told a second conductor, working Train 152, not to let me board that train either. That conductor, a Latino man in his late 20s to early 30s, about 5'10" or shorter, also refused to let me board. As a result, I was unable to use either train even though I had a valid fare.

I understand I may have crossed where I shouldn't have, and I apologized for it. But the response was out of proportion. I was shouted at, confronted at close range, and denied service when a calm explanation would have solved it.

I request that Caltrain:

- Review the conduct of both conductors, using Trains 424 and 152 on this date to identify them.
- Preserve and review any platform or onboard camera footage from the time of the incident.
- Confirm whether denying boarding was appropriate given that I had a valid fare.
- Respond in writing with the results of the review.

You can reach me at 619.618.6765 or kadirtoksoy@gmail.com.

Sincerely,
--
.....

Kadir Toksoy,
Mechanical Engineer, MSME
Cell: 619.618.6765

From: Daniel Jiang
To: Board (@caltrain.com)
Subject: Request for status of administrative review — Citation 52001195
Date: Monday, October 19, 2026 8:59:49 PM

Some people who received this message don't often get email from dan13jws@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.

Hello,

I'm requesting assistance with a Caltrain citation that has remained on hold for approximately 20 months.

I received citation 52001195 on February 17, 2025, and submitted an administrative review through PTicket on February 20, 2025. I received confirmation of my submission but have not received a decision by email.

I no longer live at the California mailing address provided in my appeal and have not lived there for quite some time. To my knowledge, no correspondence regarding this citation has arrived there, but I cannot confirm whether a decision may have been mailed to that address.

Could you please help confirm:

1. The current status of my administrative review;
2. Whether a decision has been issued and, if so, provide a copy by email;
3. If the review remains pending, when I can expect a decision and whether anything further is needed from me;
4. Whether there is any outstanding balance, late penalty, or collection activity; and
5. How I can update my mailing address.

My details are:

Name: Wangshu Jiang
Email used for the appeal: dan13jws@gmail.com
Citation number: 52001195
Citation date: February 17, 2025
Administrative review submitted: February 20, 2025, at 10:22 PM

I can provide my former mailing address or other identifying information if needed. If another department handles this matter, please forward my request or let me know whom to contact.

I would appreciate a response by email.

Thank you,

Wangshu Jiang

From: Caltrain BOD Public Support
To: jessica.z.horvitz@gmail.com
Cc: Board (@caltrain.com)
Subject: Re: Excessive early-morning horn noise – Rengstorff Ave crossing, Mountain View
Date: Tuesday, October 20, 2026 10:02:52 AM

Dear Jessica Zeng Horvitz,

Thank you for contacting the Caltrain Board regarding early-morning horn noise near the Rengstorff Avenue crossing. We understand how disruptive it is to be regularly awakened, particularly despite using earplugs and a white noise machine.

We will forward your concerns, including the dates and approximate times provided, to the appropriate teams for review. This includes your requests to assess horn-use compliance, confirm electric fleet horn volume settings, and provide information on the Rengstorff Avenue Grade Separation schedule and potential interim mitigation.

Thank you for bringing these concerns to our attention.

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Friday, October 16, 2026 12:14 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Excessive early-morning horn noise – Rengstorff Ave crossing, Mountain View

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From: Jessica Zeng Horvitz <jessica.z.horvitz@gmail.com>
Sent: Friday, October 16, 2026 12:13:40 PM (UTC-08:00) Pacific Time (US & Canada)
To: Board (@caltrain.com) <board@caltrain.com>
Cc: city.clerk@mountainview.gov <city.clerk@mountainview.gov>
Subject: Excessive early-morning horn noise – Rengstorff Ave crossing, Mountain View

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Caltrain Board,

I live near Sierra Vista Ave and Sage Loop in Mountain View, close to the Rengstorff Avenue crossing. Over the past week, horn noise from early-morning trains has become noticeably louder than it used to be, and it is waking me around 5:55 a.m. regularly. I use a white noise machine and ear plugs, but unfortunately I can still hear the horn.

I understand horns are required at grade crossings. I'm asking for:

1. A compliance review of horn use at Rengstorff for early-morning trains, confirming horns are sounded only within the required window and not above the necessary volume.
2. Confirmation that horn volume settings on the electric fleet match the levels Caltrain reset them to after the earlier complaints.
3. An update on the Rengstorff Avenue Grade Separation schedule, and whether interim mitigation is possible until it's complete.

Approximate times I've been woken: 5:55am, 6:25am, and so on.

I'm also supporting the Rex Manor neighbors' petition on corridor noise along Central Expressway.

Thank you,
Jess

From: Law Offices of Gregory P. Menzel, APC
To: Board (@caltrain.com)
Cc: menzellaw.gm@sbcglobal.net
Subject: Beneficiary Designation -Horn
Date: Wednesday, October 21, 2026 10:39:40 AM

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To Whom This May Concern,

Our office is assisting with a trust administration, in which Peninsula Joint Powers Board is named as a beneficiary. Please provide us with the contact information for where correspondence should be directed regarding this beneficiary designation as soon as possible.

We look forward to hearing from you.

Thank You,
Angie Martinez
Law Offices of Gregory P. Menzel, APC
155 Bovet Rd. Suite 350
San Mateo, CA 94402
Tel: (650) 358-9001
Fax: (650) 358-9058

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To ensure compliance with requirements imposed by the IRS, the Law Offices of Gregory P. Menzel, APC lawyers inform you that any legal or tax advice in this communication (including attachments) was not written to be used, and cannot be used, by a client or any other person or entity for the purpose of avoiding penalties that may be imposed on any taxpayer, or for promoting, marketing, or recommending to another party any legal or tax related matters addressed herein.

From: City of East Palo Alto <cityclerk-cityofepa.org@shared1.ccsend.com>
Sent: Wednesday, October 21, 2026 1:02 PM
To: Board (@caltrain.com)
Subject: October 21, 2026 Update - Tour, Chat & Catch up with City Manager Melvin Gaines

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October 21, 2026 Update - Tour, Chat & Catch up with City Manager Melvin Gaines

Be Part of the Conversation: Tour, Coffee, and Catch Up with the City Manager

East Palo Alto residents are invited to join City Manager Melvin E. Gaines on Saturday, October 24, at 10:00 a.m. for a morning of coffee, conversation, and community learning.

The event will begin at Bloomhouse, located at 2555 Pulgas Avenue, where residents can connect with the City Manager, ask questions, and share ideas about the future of East Palo Alto. Participants will also have the opportunity to tour the future library site, City Hall, and Sports Park while learning more about these important community spaces and upcoming projects.

Come learn, share your thoughts, and be part of the conversation shaping East Palo Alto's future!

EventBrite Link



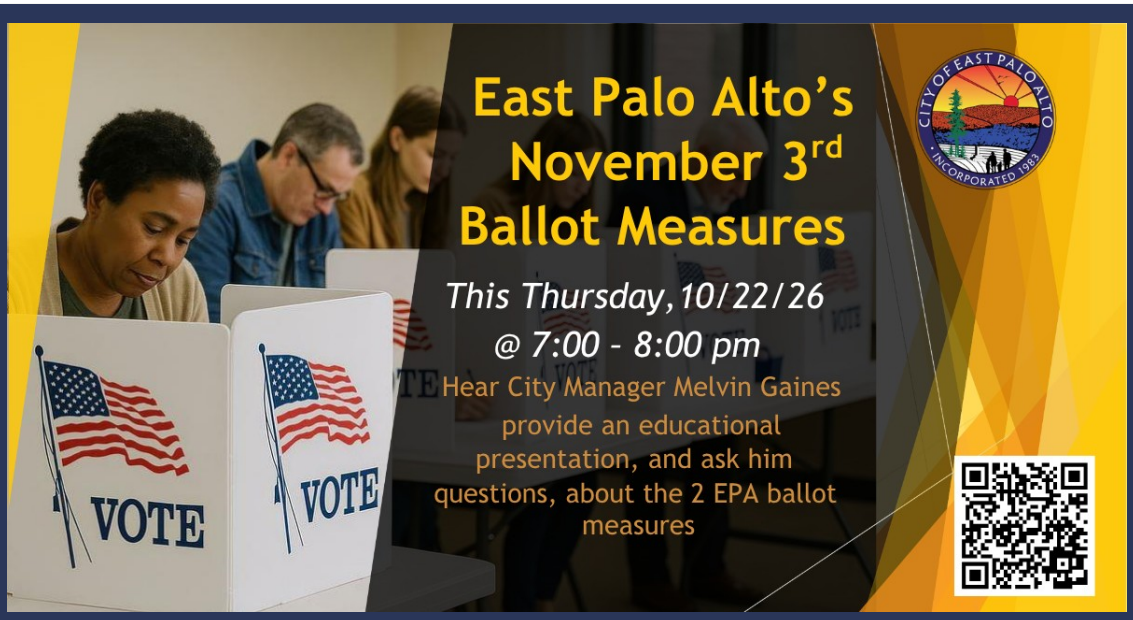
Learn About East Palo Alto's November Ballot Measures

East Palo Alto residents are invited to join City Manager Melvin Gaines for an educational presentation about the two local ballot measures on the November 3, 2026, General Municipal Election ballot. Learn more about the measures, ask questions, and get informed before Election Day!

- Thursday, October 22, 2026
- 7:00–8:00 p.m.
- Scan the QR code on the flyer to join the online event or click the link below.

Stay informed and make your voice heard!

Facebook Link to Event



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CITY OF EAST PALO ALTO | WEBSITE

City of East Palo Alto | 2415 University Avenue | East Palo Alto, CA 94303 US

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From: Abitha S
To: Board (@caltrain.com)
Subject: Project Update Request – Middle Avenue Bike-Ped Undercrossing
Date: Wednesday, October 21, 2026 11:32:59 PM

Some people who received this message don't often get email from abitha.s@construction.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 team,

This is Abitha from Dodge Construction Network. I am reaching out regarding the **Middle Avenue Bike-Ped Undercrossing Project** in Menlo Park, California.

Could you please provide an update on the following?

- What is the current status of the project, and when is the design expected to be completed?
- Has the federal Safe Streets for All grant application been approved, or is the project still awaiting a funding decision?
- Has the total project cost or estimated construction cost been updated?
- When is construction expected to begin, and what is the anticipated completion date?
- Have any contractors or additional engineering consultants been selected or awarded contracts for the project?

Thank you for your time and assistance. I look forward to your response.

Best regards,

Abitha Raj S
Junior Analyst
Dodge Construction network

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