

## Alberto Quintanilla

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**From:** b. beekman <cranberrysauce23@gmail.com>  
**Sent:** Monday, March 1, 2021 1:40 PM  
**To:** Teresa Keng; Rick Jones - Councilmember; Jenny Kassan; Yang Shao; Raj Salwan; Teresa Cox; Lily Mei; Kim Petersen; cof; CClerk; Hans Larsen; Eric Hu; OES Director.Ray Riordan; Mayor's office. Paul Pereira; C. Manager Angel Rios; Police Ofc. Anthony Mata; CADRE; heather@sfcad.org  
**Subject:** Blair Beekman. Monday. March 1, 2021. \_\_\_ Fiscal Review of BAUASI Local Project Approval.

Dear city govt. of Fremont,

A follow up, to recent letters. BAUASI staff email addresses, at bottom.

It is an important concept of BAUASI, that the approval, of local projects, along with its financial & public policies, try to be addressed, mostly at, the local community level.

It can be understood, that current, 1-3 year funding patterns & practices, can offer, a certain flexibility, to help more easily continue, the financing of projects, at the local govt. level.

But this continual reshuffling, of finances, can also work, to insulate govt. projects, from better scrutiny.

And that, can sometimes fluster a process, to such a degree, it can actually work, to create an opacity & confusion, among community & local govt. alike.

The formation of BAUASI, was created, in large part, after the time of 9/11, as a centralized, federal agency, to better address, the confusion, opacity, and miscommunication, that can be, at all levels, of govt. and its bureaucracy.

The ALPR trailers, for Fremont, beginning in late 2017, can be an example, of a confusion that developed, for both everyday community & local government.

The city of San Jose, UAV drone project, of Jan-April 2015, can be another, overall example, of local govt agencies & community, becoming confused, when its intentions & funding, were already in motion.

A review & study, at this time, of BAUASI 1-3 year, local project funding patterns, would offer, a good cause & purpose, towards open, accountable practices.

And to be of help, with the incredibly decent ideas, of sustainability , reimagine & equity, developing at the local community level.

You could ask for input, from what should be, much previous thought & study, on this subject, from local govts., everyday community, and advocacy.

Community agencies, like SF CARD and CADRE, could also offer, and help seek out, important advice, as well.

As the goal should be, at this time, of more clear, open & accountable, funding structures and patterns, within each, of the different stages, of approval authority projects, in local communities.

You should also have, my previous letters, on this subject, from 2018-19. And how to develop, an advisory committee, and public meeting process, for secondary, regional planning ideas, that can work, like the BAUASI interoperability advisory group.

You should be familiar, with how I think & work, at this point.

Don't be afraid, to write back. I hope this can be, good discussion matter, throughout this year.

To conclude, as BAUASI, has been learning how to become, a more emergency preparedness agency, 2021-22, may be a time, for Approval Authority public meetings, to have an important, open, new focus, on natural disaster & emergency preparedness.

Sincerely,  
Blair Beekman

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## Alberto Quintanilla

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**From:** b. beekman <cranberrysauce23@gmail.com>  
**Sent:** Tuesday, March 2, 2021 10:40 AM  
**To:** Lily Mei; Teresa Keng; Rick Jones - Councilmember; Jenny Kassan; Yang Shao; Raj Salwan; Teresa Cox; cof; CClerk; Hans Larsen; Eric Hu; Mayor Sam Licarrdo; Mayor's office. Paul Pereira; C. Manager Angel Rios; cl.d3. Raul Peralez; cl.d2. Sergio Jimenez; cl.d4. David Cohen; cl.d5. Magdalena Carrasco; cl.d7. Maya Esparza; cl.d8. Sylvia Arenas; Supervisor Cindy Chavez; Supervisor Joseph Simitian; Supervisor Otto Lee; Supervisor Susan Ellenberg; Supervisor Mike Wasserman; VTA Board Secretary; supervisor.carson@acgov.org; richard.valle@acgov.org; Wilma.Chan@acgov.org; district1@acgov.org  
**Subject:** Blair Beekman. March 2, 2021. \_\_ 2nd Train Station at Ardenwood.

Dear community of Fremont, and local govt.,

There is a community discussion going on, over the future of creating, a second train depot, in the north Fremont/Ardenwood area.

This would free up, the first train depot, used by ACE rail.

As things currently stand, the CHSR line, can possibly be completed, by the beginning, of the next decade - along the Highway 99 corridor, from LA to Bakersfield to Merced, to Stockton, to Sacramento.

An ACE Express rail line, can be developed, from Stockton to San Jose. And work as, a commuter line, or connector, for the CHSR, into the SF Bay Area, for a 10-15 year period.

And in the waiting time, for the remaining CHSR, to formally be built, into San Jose or Alameda Co, that may take, until the 2040s.

I hope this can help, in simple planning, at this time. Please note, CHSR planning, can change, fairly quickly.

To return, to some of my words, in previous months - there may be, an overall leadership position, Santa Clara county has, for the CHSR, to arrive in San Jose.

And what may be, a speed & convenience, to connect, San Jose, Merced, and the central valley.

A reminder, that with upcoming, Bay Area natural disaster preparedness worries, of the next 5-10 years - Bay Area communities & their local govts, need the efforts, of cooperation & understanding - not competition - from people, throughout the state, at this time.

The MTC, can help assist, in needed good communication, between all SF Bay Area counties, at this time.

To also note, the staff & people of BART, may have a library of knowledge, and decades of good precedence & advice, that can help make things, more clear when needed.

To conclude, it is the open sharing, of ideas, information, & knowledge - and not the hiding of it - that is how, we can all learn & grow, a more safe, inclusive, open, democratic purpose, and sustainable, positive community.

I hope, this can be of help, in the how to decide the issue, of the two train stations, in Fremont.

An issue, that I feel, environmentally, could only handle, about 25 rail cars, a week, at most, along the Niles corridor.

But preferably, this number, should be, only 10 to 15 rail cars, a week.

Sincerely,  
Blair Beekman