

**From:** [Mike Barnbaum](#)  
**To:** [Paul Herman](#); [Dan Leavitt](#); [Peterson Vollmann](#)  
**Cc:** [Stacey Mortensen](#); [Freddy Rodriguez](#); [David Lipari](#); [Rene Gutierrez](#); [Brian Schmidt](#); [Dave Kaval](#); [Curtis Wigginton](#); [Miquel Duarte](#); [Colette Lucas-Conwell](#); [Tai Tashombe](#); [Rob Padgett](#); [Leo Sanchez](#); [Jim Allison](#); [Michael Hendley](#); [Priscilla Kalugdan](#); [Karen Bakar](#); [Mike Tavares](#)  
**Subject:** Dual Public Comment on SJPA Business Plan & Oakland Waterfront Ballpark District Draft EIR (Case File Number: ER18-016)  
**Date:** Sunday, March 7, 2021 1:40:59 PM

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Greetings Paul, Dan, and Peterson:

Allow me to introduce myself, as not everyone receiving this Email knows me. My name is Mike Barnbaum, and I am based in Sacramento, California. In the 2010s, I was involved in a rigorous team effort to keep the Sacramento Kings in Sacramento, and get the beautiful Golden One Center constructed in Downtown Sacramento. Many transportation professionals have been made aware of this project, as well as what it means for transportation, sports, entertainment, and quality of life in society.

I am a diehard Sacramento Kings fan, a diehard Oakland Athletics fan, and very involved in transportation throughout Northern California and the San Joaquin Valley. I was instrumental at the California State Capitol in June 2019 explaining to a group of lawmakers the importance of then, AB-1191 by Assemblymember Rob Bonta, and the elements of a comprehensive transportation plan for the Howard Terminal Ballpark for development in the Oakland Jack London Square Waterfront. I was “grilled” while standing at the public microphone about the variety of the transportation services available and being developed for this important project in the City of Oakland. My answers appeared to have blown the lawmakers away that I was told by Athletics President that I “batted cleanup” in convincing lawmakers that AB-1191 was absolutely necessary.

With that introduction, I want to provide, in the remainder of this electronic communication, comments on the draft business plan and draft EIR for the San Joaquin Joint Powers Authority and the Oakland Waterfront Ballpark project, especially where the two documents are very interchangeable and related to each other in and around the Oakland Jack London Square Amtrak Station. I will be mentioning the Capitol Corridor Joint Powers Authority too, especially where I can see that they would be a partner in certain aspects. For this reason, they are part of the CC recipients of this electronic communication so that they are on the same page, reading the same thing.

Starting on “Page 8” of the Public Review Draft of the 2021 SJPA Business Plan Document, the topic of Safety and Security is discussed and detailed. One bullet point discussed is “fencing projects at locations identified based on incident hot spots and high numbers of near misses.” This is a very serious matter in and around Oakland Jack London Square as it also relates to the Oakland Waterfront Ballpark District Draft EIR.

I would call upon the San Joaquin Joint Powers Authority to develop a partnership on this matter with the City of Oakland, Capitol Corridor Joint Powers Authority, Oakland Athletics Investment Group Limited Liability Corporation, Union Pacific Railroad, and Amtrak to jointly develop plans for fencing around the tracks in the Howard Terminal and Jack London Square neighborhoods of Downtown Oakland, and develop plans to jointly finance several grade separated crossings that pedestrians and bicyclists would cross either over or under the railroad tracks, therefore allowing free flowing travel of passenger trains, freight trains, and people on foot and on non-motorized bicycles in such a manner that one mode does not have to stop for the other. The Downtown Oakland Jack London Neighborhood in and around Embarcadero West, which parallels the railroad tracks, is forecasted to be a “hot spot” of pedestrian, bicycle, and railroad traffic that constructing, via partnerships, fencing around the railroad tracks as well as several grade separated crossings will not only avoid high numbers of near misses, but likely avoid them altogether if we all come together having this as our mindset during construction and recognizing here, that the draft public review of the San Joaquin Joint Powers Authority 2021 Business Plan and the Oakland Waterfront Ballpark District Draft Environmental Impact Review (Case File Number: ER18-016) are not, in this explanation, separate documents, but rather interchangeable with each other. This would perhaps be a “Wake Up Call” to the

City of Oakland and Oakland Athletics Limited Liability Corporation to have key staff and stakeholders present (online and/or in-person) at San Joaquin Joint Powers Authority Board of Directors Meetings, and Capitol Corridor Joint Powers Authority Board Meetings too. Before we even think about how much increase in service we think individually or collectively there needs to be come opening day at the up and coming new Howard Terminal Ballpark, safety and security in the construction project area need to be first and paramount to make this extremely successful, and go off without any potential of having a fatality ever happen.

In closing, I send this electronic communication to make all involved stakeholders aware of the seriousness and necessity of fencing and grade crossings in and around Oakland Jack London Square Amtrak Station and the Oakland Waterfront Ballpark Project, but also to explore the high possibility and high potential of a multi-corporation (Public and Private) in financing the construction of fencing and grade separated crossings so that one entity is not solely responsible for all the costs involved, especially when more work would need to be done than previously thought or expected.

Last, but not least, I will participate live at 9am on March 26th via "Go-To-Meeting" at the San Joaquin Joint Powers Authority Board Meeting and provide oral comments on service restoration, the planning of the 8th and 9th round trips, as well as a comments specific to Stockton and Sacramento.

If you have any questions, comments, or need further information on the written comments in this electronic communication, or want to get a heads up on my upcoming oral comments, please feel free to get in contact with me at your convenience.

Sincerely,

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