



JPB Board of Directors
Meeting of July 1, 2021

Correspondence as of July 1, 2021

Subject

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From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [MTC Info](#); [SFCTA Board Secretary](#); [Baltao, Elaine \[board.secretary@vta.org\]](#); [CHSRA Board](#); [cacsecretary \[at\]caltrain.com](#); [SFCTA CAC](#)
Subject: Item #8 Background behind recommendation to terminate Contract with Alstom Signaling Operation LLC
Date: Wednesday, June 30, 2021 4:20:31 PM
Attachments: [Consistent Warning Time \(CWT\) or two \(2\) speed check \(2SC\) for Grade Crossings.pdf](#)

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Dear Caltrain Board,

This email is intended to substantiate and elaborate on the recommendation I made in my 6/29 email to ***"Suspend all future contracts with Alstom Signaling LLC (formerly GE Signaling) until the gate activation issues at Virginia and Auzeais have been resolved at no cost to the JPB"***

Background:

- **February 4 Board Meeting**

"John Funghi, CalMod Chief Officer, reported that subcontractor successfully converted grade crossings to alternating current (AC) compatible systems over the weekend. He stated the Federal Railroad Administration (FRA) was pleased with the quality and testing performance achieved."

<https://www.caltrain.com/Assets/feb+bod+mins.pdf> (page 3)

- **February 8 PRA issued** requesting the following information about the West Virginia and Auzeais grade crossing conversions:

- 1) Engineering drawings
- 2) Parts list including manufacturer, part/model number and quantities
- 3) Task and/or work order(s)
- 4) Observed warning times at the following approach speeds: 5 MPH, 10 MPH, 15 MPH, 20 MPH, 25 MPH, 30 MPH, 35 MPH and 40 MPH

- **February 25 SamTrans response**

"Please note that the COVID-19 pandemic has caused staff-time shortages and put inordinate stress on all JPB functions. We will provide you a status update as to your request as soon as possible"

- **May 3 FOIA request to the FTA**

"Please provide electronic copies of all Caltrain Program Management Committee (PMOC) reports submitted after November 3, 2020"

https://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html

- **May 6 SamTrans response to February 25 PRA**

1. **No engineering drawings**
2. **Equipment is GE Transportation Systems Audio Frequency Train Activated Circuit (AFTAC) II**
3. **Design**
 - a. **Auzeais: ~~32-second~~ CONSTANT Warning Time** for a maximum 35 MPH approach speed.
 - b. **West Virginia: ~~34-second~~ CONSTANT Warning Time** for a maximum 35 MPH approach speed.
4. **Observed results ("Unable to reach designed Maximum Authorized Speed (MAS) due to Civil speed restriction")**

- a. **Auzerais**
 - i. 51-second warning for a 17 MPH approach speed
 - ii. 57-second warning for a 13 MPH approach speed
 - iii. **78 to 149-second warning for a 9 MPH approach speed**
 - iv. **96 to 172-second warning for an 8 MPH approach speed**
- b. **West Virginia**
 - i. 65-second warning for an 18 MPH approach speed
 - ii. **110 to 130-second warning for a 9 MPH approach speed**
 - iii. **128-second warning for an 8 MPH approach speed**

- **June 7 FTA response to May 2 FOIA**

- October 29, 2020 Two-Tiered Quarterly Progress Review Meeting No. 14
- January 26, 2021 Two-Tiered Quarterly Progress Review Meeting No. 15
- **April 27, 2021 Project Monitoring Report (PMR) March 2021** (page 3 attached for your convenience)

“The FRA and CPUC have observed the installation of 2SC at a location in Segment 4, and the test data has been supplied to the FRA.

The FRA has suggested that PCEP complete a few more tests before submitting its RFA.”

Please note that, per Board direction (Director Pine), this PMR should have been posted to

https://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.htm **OVER TWO MONTHS AGO**

Recommendation:

1. Accept MRS agreement to transfer responsibility for signal conversion to the JPB
2. **Suspend all future contracts with Alstom Signaling LLC (formerly GE Signaling) until the gate activation issues at Virginia and Auzerais have been resolved at no cost to the JPB**
3. **Enter into a sole source contract with Siemens**, including **FUNCTIONAL** Constant Warning Time (CWT) equipment at every crossing between San Francisco and San Jose

Respectfully submitted for your **thoughtful** consideration.

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
VTA Board of Directors
CHSRA Board of Directors
VTA PAC
VTA CAC
Caltrain CAC
SFCTA CAC

Status	The System Integration Lead is only part-time and needs assistance. Scheduling capacity continues to be insufficient to meet the routine demands of the project. Rail Activation Planning is currently being managed by a member of the safety team with rail activation experience until a permanent Rail Activation Manager is hired.
Project Sponsor Action	The JPB reports that it is attempting to hire an additional scheduler to assist with delay analysis. Rail Operations has engaged an independent consultant to assist it in developing materials for incorporation into the overall Rail Activation Plan (RAP). <i>The Rail Activation process is currently being managed as two concurrent processes with coordination at the committee level. Communication between the PCEP and Rail Operations teams requires improvement.</i>
PMOC Recommendation	<i>Add scheduling support and assign technical staff to assist in Systems Integration and testing, and commissioning coordination and oversight.</i>

Summary of Issue/Concern	OCS Construction Progress
Date Identified	May 2018
Status	Overall progress on the OCS foundations and follow-on electrification work is much slower than originally planned. <i>Foundations in Segments 3 and 4 are complete and foundation work at the CEMOF recently started. This problem continues to impact design and construction of OCS foundations. Approximately 26%, or 806 of the planned 3108 foundations, remain to be constructed as of 3/30/2021.</i>
Project Sponsor Action	<i>The PCEP team continues to coordinate closely with the contractor in an effort to avoid changes in pole locations, particularly those that would require additional rights-of-way. The JPB now expects OCS foundation work to be complete in September 2021.</i>
PMOC Recommendation	Complete potholing of the remaining foundations as early as possible.

Summary of Issue/Concern	Consistent Warning Time (CWT) or two (2) speed check (2SC) for Grade Crossings
Date Identified	<i>February 2018</i>
Status	The Electrification contractor is moving forward with design using a two (2) speed check (2SC) solution which apparently will satisfy FRA and California Public Utilities Commission (CPUC) requirements.
Project Sponsor Action	JPB to submit a Request for Amendment (RFA) to Caltrain's Positive Train Control Safety Plan (PTCSP) under 49 CFR Sec. 236, Subpart I; the RFA will document the design and performance of its 2SC grade crossing warning system. <i>The FRA and CPUC have observed the installation of 2SC at a location in Segment 4, and the test data has been supplied to the FRA. The FRA has suggested that PCEP complete a few more tests before submitting its RFA. The JPB now expects to submit its Request for Amendment (RFA) in late spring 2021.</i>
PMOC Recommendation	<i>Continue close coordination with FRA and CPUC. Resume preparation of GO 88B applications for upcoming jurisdictions.</i>

Summary of Issue/Concern	<i>Timely Completion of Signals Design and Installation</i>
Date Identified	<i>2019</i>
Status	<i>The pace of signals design is slower than required to achieve a satisfactory completion date for the project. The mediation process currently underway is intended to resolve the underlying issues and result in an improved plan for</i>

From: [Julie Groves](#)
To: [Board \(@caltrain.com\)](#)
Subject: make transit work
Date: Wednesday, June 30, 2021 4:36:12 PM

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Its very important to me that transit in the bay area works! is coordinated and utilized!
My stomach aches to hear a meeting imploded due to infighting. Please take work toward meeting the riders and stakeholders needs.

Julie

Julie Groves, OTRL

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JulieGroves@TherapyInYourHome.net

Personal email: [JulieGroves111 @comcast.net](mailto:JulieGroves111@comcast.net)

Have you identified someone to communicate for you if you couldn't? Do they know your thoughts and where to find important documents? Visit www.gowish.org

From: [Evan Goldin](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: More bullet service + regional integration
Date: Wednesday, June 30, 2021 4:42:06 PM

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Caltrain Board,

I want to urge you to do two things in your upcoming board meeting:

1) Support more bullet service, especially on the weekend. Prior to COVID, I regularly rode Caltrain between SF and the Peninsula, as I've lived within a 10-min walk of Caltrain since 2016.

Since COVID, I haven't taken Caltrain once. For a while, COVID caution was one of the reasons. The other — and the only remaining reason I haven't ridden — is because trains are so damn slow. I recently was going to Mountain View to meet a friend for dinner. The only options on the weekend were a local making all stops, which would take 1 hour, 15 mins. Driving was 42 minutes, so I drove.

Riders are not best served by trains stopping at all stops. You'll serve more riders if you have faster trains, even if riders must travel a little farther to their local stop. That's the reason the Baby Bullets were created (and so successful) almost 20 years ago, and we should apply that same logic now.

2) I watched the last board meeting where the discussion about regional options. I'd really like to see this item rescheduled, as it's a hugely important discussion. Caltrain needs far better integration into the Bay Area transit network, and whether that changes governance structures or not, it needs to be discussed, explored and acted upon.

Please reschedule it.

- Evan
San Francisco

From: gmahany@aol.com
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); adina.levin@friendsofcaltrain.com
Subject: S F and Santa Clara counties you owe money pay it up
Date: Wednesday, June 30, 2021 4:44:19 PM

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San Fransisco and Santa Clara counties

Pay your share of the RR right of way. Is all your talk and walk outs about you not wanting to pay back San Mateo county.

If I was SanTrans I would stop the Caltrain at the north and south county lines until the two of you payed up. You have had years to do it.

Gary Mahany

From: [Joe A. Kunzler](#)
To: [Board \(@caltrain.com\)](#)
Cc: [BoardofDirectors](#)
Subject: Public Comment: I didn't stick up for you to falter now
Date: Wednesday, June 30, 2021 7:17:25 PM

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Dear CalTrain;

I didn't stick up for you to falter now. Nor did anybody else last summer.

You Boardmembers need to get your stuff together and govern. No more running away.

Because if you can't stand fast, then why should you be trusted with the same federal grants Sound Transit could be using? If you can't stand fast, why not send your money to another California rail project? If you can't stand fast, you don't deserve the same Bay Area of Alicia Trost, period.

With that said, the best solution especially as some of you run away in the face of adversity well the most logical solution is to me for CalTrain to join BART as one agency with an elected Board. Voters must be heard and the expertise is for staff. BART is a well-governed agency with a world-class staff. Merging with BART means one less layer of bureaucracy for the Bay Area and a more integrated rail network that is better for transit riders & will recruit new transit riders.

Thoughtfully;

Joe A. Kunzler
growlernoise@gmail.com

From: [Davis Turner](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Thoughts on Caltrain Schedule JPB Meeting 7/1 Item 6J
Date: Wednesday, June 30, 2021 8:00:33 PM

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Dear Caltrain JPB Board,

My name is Davis and I am a resident of Burlingame. I go to school near the Hillsdale station and use Caltrain to get to school daily. I also use Caltrain to get around the peninsula. I have two wishes with regards to returning to pre-pandemic service levels: I would like to see the board pull the informational item on service restoration from the consent calendar of tomorrow's meeting and discuss it tomorrow and throughout the month so as to incorporate the most rider feedback possible, and I would like to see the new restored system have a mix of local, limited, and Baby Bullet services. Should the changes be discussed at the August meeting there will be limited public input and it is likely the new schedule will not be as well received considering service will be restored on August 30th.

I do think the Fall 2021 schedule would meet most rider needs since trains operate more frequently during off-peak periods and peak frequency isn't reduced drastically. Trains coming every 30 minutes, and the restoration of Baby Bullet service, will be a giant improvement from what we have now, making things easier logistically for me and most riders. When I began to return to school in person in early 2021, I had different starting times on certain school days—but unfortunately due to the Caltrain schedule, on 9:00 starting time days I was able to take train 226, but was not able to on 8:45 starting time days and instead took 218 one hour earlier (leading to a lot of waiting time). Prior to the pandemic this wasn't an issue as multiple trains serviced Hillsdale per hour from Burlingame giving me flexibility and thus cutting down on my waiting time. This pandemic schedule was certainly an inconvenience, but I rely on Caltrain so I continued to use it. This is not the case for everyone. Because of the few arrival times, the percentage of people in my school who use Caltrain to get to school has dropped from 75% during pre-pandemic times to ~15% (rebounded from 5% prior to vaccines being introduced).

I do however have concerns with the proposed Fall 2021 schedule. I am concerned that if the same limited A and B patterns remain, the schedule will be ineffective at bringing all riders back. With the current schedule, I can't take Caltrain from Burlingame to San Mateo, Santa Clara, and some other stations which has forced me to get a ride to cover these trips since SamTrans is also infrequent—yet another scheduling inconvenience. The fall 2021 schedule should ensure that there is a way to reach every stop from every regular-service station (ie. not College Park or Broadway) at some point during the hour for all operating hours, instead of just early morning and late nights.

Finally, I am pleased to see that BART transfers are being prioritised, although I think Caltrain should consider SamTrans as well in their recovery. The ECR makes stops very close to Caltrain stations such as Hillsdale, Belmont, and San Carlos—yet little attention is focused on bus-to-train transfers. As a SamTrans rider it certainly has been hard being able to use both modes to reach my destination on time since frequently the wait for the bus is 20 minutes or more because of a lack of timed connections.

Thank you so much for your time and consideration.

Davis Turner

davturn@nuevaschool.org

From: [Robert Cronin](#)
To: [Board \(@caltrain.com\)](#)
Subject: schedule
Date: Wednesday, June 30, 2021 10:47:48 PM

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Please eliminate trains that skip stations. Example, one can't travel from Menlo Park to Burlingame.

Robert Cronin

From: [David Vartanoff](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Caltrain recovery or build back better
Date: Thursday, July 1, 2021 12:39:21 AM

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Ideally, transit operates on an easy to remember time pattern. For example if every 15 minutes then at a given station :07, :22 :37 :52 each hour of the span of service. If two classes of service, perhaps the :07, and:37 are an "A" stop, the other two a "B" stop pattern.

The other critical timing issue is coordinating Caltrain and BART such that riders have adequate time to move between platforms for their connecting trains.

Thus a BART train terminating at Millbrae should precede a SB Caltrain by 5' for transferring, and an NB Caltrain should arrive Millbrae 5' before a scheduled BART departure toward SF and the East Bay. Thank you for your attention

David Vartanoff
Oakland

From: [Keith Skinner](#)
To: [Board \(@caltrain.com\)](#)
Subject: CalTrain Recovery Schedule
Date: Thursday, July 1, 2021 8:02:39 AM

Hello,

Prior to the pandemic, walking to/from CalTrain to my destinations was my sole mode of transportation for my commute. It was good for me and it was good for the environment. Even though I was considered an essential worker for my company, I could not make my half-day-a-week schedule work with CalTrain's pandemic schedule even if I were not concerned about the health risks of taking the train prior to being vaccinated. I'm now vaccinated and have approval to work one or more full days on site and would eagerly like to resume riding CalTrain. The problem is that the current schedule does not have **any** trains during normal work/commute hours that stop at both my "on" and "off" stations. For example, anyone wanting to get on at the Lawrence station would not be able to get to the San Antonio, Menlo Park, San Mateo, San Bruno, or Bayshore stations without getting off the train and waiting half-an-hour for the train behind, basically denying service to customers needing to get between those stations. For people that do not have other options, this is much more than an "inconvenience." Fully connecting **all** stations (even with that pre-pandemic 5-minute-wait split-train schedule) is much more important than any "trains per hour" metric. Interspersing stop-everywhere trains in the schedule throughout the day could be one solution (assuming that making all trains that way is impractical -- though doing so would eliminate the "does this train stop at..." questions I frequently heard pre-pandemic). Unless you can readily identify exactly which stations your "under-served" populations want to use, you may be denying service to the very customers you are trying to attract or regain.

Respectfully yours,
Keith Skinner