



JPB Board of Directors  
Meeting of May 7, 2020

Correspondence as of May 7, 2020

# Subject

- 1 Resolving Bottlenecks in Stadler EMU procurement (PCEP)
- 2 Request for Transbay Joint Powers Authority Board appointment

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [Steve Stamos, Clerk of the Board](#); [VTA Board Secretary](#); [MTC Info](#); [CHSRA Board](#); [SFCTA CAC](#); [cacsecretary \[caltrain.com\]](#)  
**Subject:** Item 6.c PCEP Monthly Progress Report  
**Date:** Wednesday, May 6, 2020 11:07:17 AM  
**Attachments:** [Item #6.c PCEP Monthly Progress Report.pdf](#)

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Dear Chair Pine and Board members,

Please find attached comments and suggestions for resolving bottlenecks in the Stadler EMU procurement.

I hope that you find this information useful.

Roland Lebrun

cc:

SFCTA Commissioners

VTA Board

MTC commissioners

CHSRA Board of directors

SFCTA CAC

Caltrain CAC

Dear Chair Pine,

As you should be aware by now, the Caltrain Electrification Project (PCEP) has been spinning out of control for over a year and shows every sign of a repeat of the CBOSS PTC project which is now 5 years late and will result in a write-off of approximately \$200M of scarce taxpayer dollars.

I believe that the issues pertaining to the electrification of the tracks are generally well understood and addressed. Having said that, I hope that you will consider a set of proposals focused on the elimination of bottlenecks in the EMU procurement schedule followed by another set of recommendations to accelerate the resolution of the Constant Warning Time (CWT) issue at a later date.

### **Stadler EMU procurement key issues**

- Testing of Trainset No. 1 stopped **in February**.
- The Stadler test track has yet to be electrified.
- The Stadler test track does not have PTC.
- Neither JPB nor Stadler test tracks are capable of testing EMUs at 110 MPH.
- Assembly of trainsets 2-4 has been delayed by disruptions in the supply chain.
- Final Design Reviews (FDRs) are incomplete.
- **The FRA has not approved the crashworthiness waiver.**
- **SamTrans staff are proposing to rebaseline the schedule by another 6 months** (total two-year delay so far).

### **TTCI status**

***TTCI remains fully operational in support of our customers and the industry. Our testing facility and headquarters in Pueblo, CO is following all CDC guidelines and taking strict precautions to protect the health and safety of staff and contractors while ensuring continued service. Mission-critical staff are operating on-site at our headquarters, and other TTCI employees are addressing client and industry needs remotely. TTCI business functions remain uninterrupted, including customer testing projects and our support of the industry's strategic research initiatives***

<https://www.ttcitech.com/covid19>

## Recommendations:

- Ship Trainset No. 1 to Pueblo on 5/29 as scheduled
- **Transfer EMU testing and certification management to TTCI**
- Complete assembly of trainsets 2-4 with materials on hand
- **Suspend all shell manufacturing/shipping from Switzerland until the FRA and TTCI have reviewed and approved the alternate crashworthiness design standards**

Respectfully submitted for your consideration.

Roland Lebrun

PS. I had initially hoped to review the March Program Management Oversight Committee (PMOC) report before writing this letter but there is no sign of the report as of today May 6 2020, so I referred to the March PCEP monthly status report for the time being.

## Excerpts from March PCEP Monthly Progress Report

***“The program critical path runs through the manufacturing and testing of EMU trainsets”***

***“Salt Lake City-based testing of Trainset No. 1 has been halted since key Stadler and sub-supplier personnel cannot travel. The current delay is estimated at a day for each day of COVID-19 restrictions.”***

***“Stadler and some sub-suppliers have submitted excusable delay notices. – Stadler has material for about 3 trainsets, but the disrupted supply chain will likely create shortages and delays. – Stadler and project oversight and administration unaffected.”***

***“FDRs remain to be completed for three systems. These software-based systems include ‘Train Control,’ ‘Monitoring and Diagnostics,’ and ‘Car Control.’ **Completion is scheduled for early ‘2020 and must be performed before design conformance Type Testing commences in April 2020.”*****

***“Two waiver requests remain with the FRA for review and disposition. One pertains to train alternate crashworthiness design standards”***

***“Re-baseline Stadler trainset delivery and testing schedule on Caltrain property to **2/26/2021**”*** (originally 6/25/2019)

<https://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/MPR/20-03+March+2020+Monthly+Progress+Report.pdf>

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [Steve Stamos, Clerk of the Board](#); [MTC Commission](#); [Nila Gonzales](#)  
**Subject:** Caltrain May 7th Board meeting Item 8.a TJPA  
**Date:** Thursday, May 7, 2020 12:09:24 AM

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Dear Chair Pine and Board members,

Please consider agendizing a motion to appoint Director Heminger to the Transbay Joint Powers Authority (TJPA) Board of Directors at your earliest convenience.

Thank you.

Roland Lebrun

cc:

SFCTA Commissioners  
MTC Commissioners  
TJPA Board of Directors