



JPB Board of Directors
Meeting of October 7, 2021

Correspondence as of October 6, 2021

Subject

- 1 Caltrain Noise in San Francisco
- 2 Fare Integration Support Letters
- 3 Giants Game and Physical Distancing on Trains
- 4 Segment 4 Signal System Test Results

From: [Emilee Noh](#)
To: [Public Comment](#)
Subject: Caltrain noise in San Francisco
Date: Monday, October 4, 2021 1:46:16 PM

You don't often get email from emileenoh@gmail.com. [Learn why this is important](#)

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Hello,

I am writing to comment on the noise levels of the Caltrain station at 4th and King. I would like to echo the comments of Ms. Arzamassky on 9/20/21. When there are two or more trains idling at once, the "beats" formed by the low frequencies resonating and combining is very disruptive to the residents whose units face the station. My roommates and I have lost sleep and developed headaches, not to mention the long-term risks escalating to hearing loss and cardiovascular diseases ([MDPI 2020 study linked here](#)), and the compounding of these various health issues due to stress and sleep deprivation.

As this poses a demonstrated risk to health and wellbeing, I would ask you to investigate ways to mitigate the low frequency noise levels for the sake of our community. Thank you!

Emilee Noh



October 5, 2021

Re: Oct. 7 Caltrain Board meeting, Item 9: Regional Fare Coordination Study

Dear Caltrain Board Members,

We submit this joint letter as individual members of **Voices for Public Transportation**, a coalition of community-based organizations, labor, and equity advocates dedicated to supporting a major regional funding measure for public transportation to improve the health and wellness of our communities, environment, and economy.

VPT's platform for Bay Area transit investments includes a goal to "create integrated, affordable fares, expanding reduced-fare and free-fare programs throughout the Bay Area for the riders who need them most, including people with disabilities for both fixed route and paratransit."

We believe the recommendations for the region's Fare Integration Study provide solid first steps toward advancing the goals of the platform for integrated, affordable fares.

However, we are concerned that the study holds back from recommending future steps with deeper levels of integration and affordability because of funding needs.

We believe the recommendations should be stronger in advancing deeper levels of integration and affordability. We strongly support the pursuit of additional funds for fair fares and affordability as part of a future regional funding measure.

Specifically, we support the [initial recommendations](#) of the study, including:

- Piloting multi-agency prepaid transit passes that can be distributed to riders by employers, transportation management associations, unions, colleges/universities, and housing developments to immediately help rebuild and grow transit ridership
- Free inter-agency transfers across the region, which the study estimates would bring over 25,000 new daily riders to transit - as much as some of our region's flagship bus lines

We also strongly support the recommendation to standardize regional fares on services such as BART, Caltrain, regional buses and ferries. The study estimates this would bring 68,000 new daily transit riders, and cut driving by as much as 850,000 miles daily.

As the region works together to bring riders back to transit following the impacts of Covid, the study indicates that providing integrated fares is among the most cost-effective strategies available to increase

transit ridership. The study shows that the outcomes would be valuable to provide mobility for low-income residents; to support our economy as the region recovers from Covid; to support needed housing; and to reduce the region's largest source of greenhouse gas emissions.

While the deeper levels of fare integration cost additional subsidies, the business case shows that fare integration is a highly cost-effective strategy for increasing ridership, more cost effective than most bus and rail capital improvement projects. As such, funding for fare integration, including creating a standard lower local transit fare across the region, should be presented as an option for funding to members of the public as part of a public process for a future regional funding measure.

Thank you for your consideration.

Hayley Currier
TransForm

Vinita Goyal
San Francisco Transit Riders

Ian Griffiths
Seamless Bay Area

Carol Taylor
Mary Lim-Lampe, JD
Genesis Disability Transit Task Force



October 5, 2021

Re: Oct. 7 Caltrain Board Meeting, Item 9. Regional Fare Coordination and Integration Study

Dear Caltrain Board Members,

Thank you very much for advancing the Regional Fare Coordination and Integration study.

We strongly support the [initial recommendations](#) of the study, including:

- Piloting multi-agency transit passes that can be distributed to riders by employers, transportation management associations, colleges/universities, and housing developments. (“Tier 1”)
- Free transfers across the region (“Tier 2”), which is estimated to bring at least 25,000 new daily riders to transit - as much as some of our region’s flagship bus lines

Within Tier 1, we encourage moving up affordable housing developments in priority for the pilot, since this has the potential for substantial equity benefits, and will provide valuable pilot feedback from a diverse set of low-income transit riders.

In addition, given the tremendous benefits of standardizing fare structures for regional services (“Tier 3”) - which, based on the study, could bring 68,000 new daily transit riders and reduce over 800,000 daily vehicle miles traveled (VMT) from our roads - **we strongly support progress toward Tier 3, including setting up the appropriate decision-making structures and identifying the new funding sources that can support that level of integration.**

For comparison, the ridership increase associated with Tier 3 is similar to Caltrain’s ridership before Covid, and the reduction in driving miles and pollution is four times that projected of Caltrain electrification, one of our region’s flagship capital projects.

As the region works together to bring riders back to transit following the impacts of Covid, the study indicates that providing integrated fares is among the most cost-effective strategies available to increase transit ridership.

The study shows that the outcomes would be valuable to provide mobility for low-income residents; to support our economy as the region recovers from Covid; to support needed housing; and to reduce the region’s largest source of greenhouse gas emissions.

Lastly, we would like to encourage the Task Force and MTC to continue to keep open the possibility for eventual movement to “Tier 4” integration, a fully integrated fare system as is currently in place across many high-ridership regions. The business case indicates that some versions of Tier 4 may have the potential to offer even greater ridership and VMT benefits than Tier 3.

In addition, MTC’s [current wayfinding business case](#) study shows an additional \$150-\$300 million in economic and environmental benefits delivered by the deepest level of wayfinding and branding integration, but which is dependent upon fully integrated fares consistent with “Tier 4” of the fare integration study. And MTC’s polling shows about a 90% approval rating for wayfinding and fare integration improvements.

The deeper levels of fare integration will require additional funding to achieve the substantial benefits. And it will be essential for these strategies to be implemented in a manner that supports equity for vulnerable residents and the financial viability of transit agencies. These decisions should be brought into the region’s consideration of a potential regional transportation funding measure, as part of a broad conversation about the goals and values for transit funding.

Thank you for your consideration,

Adina Levin
Friends of Caltrain

Ian Griffiths, Policy Director
Seamless Bay Area

Gwen Litvak
Bay Area Council

John Ristow
Director of Transportation, City of San Jose

Tiffany Rodriguez,
**Manager, Transportation Solutions,
Associated Students, San Jose State
University**

Angie Evans
Palo Alto Forward

Kelsey Banes
Peninsula for Everyone

Evelyn Stivers
**Housing Leadership Council of San Mateo
County**

Sheri Bruns
**Executive Director, Silicon Valley Independent
Living Center**

Vanessa Bohm
Urban Environmentalists

Debbie Toth, President & CEO
Choice in Aging

Bruce England
**Mountain View Coalition for Sustainable
Planning**

Lauren Weston, Executive Director
Acterra: Action for a Healthy Planet

Jason Baker
Silicon Valley Leadership Group

Jonathon Kass, Transportation Policy Manager
SPUR

Roseanne Foust, President & CEO
**San Mateo County Economic Development
Association (SAMCEDA)**

Jordon Wing
Streets for People Bay Area

Diane Bailey, Executive Director
Menlo Spark

Petra Silton
**Thrive Alliance: The Alliance of Non-profits
for San Mateo County**

Riya Master
**External Affairs Vice President, Associated
Students of the University of California**

Kristina Pappas, President
San Francisco League of Conservation Voters

Jack Kurzweil
Wellstone Democratic Renewal Club

Jeffrey Levin, Policy Director
East Bay Housing Organizations

Michael Abramson
Mountain View YIMBY

Helena Chang, Advocacy Program Manager
The Center for Independent Living (TheCIL)

Greg Magofña, Co-Executive
East Bay for Everyone

Jim Baker, CEO & Founder
Xentrans

Marco Echeandia, Director of Sustainability
**Associated Students of San Jose State
University**

Kathryn Hagerman Medina, Director, Customer Success, **RideAmigos**

Debra Ballinger, Executive Director
Monument Impact

Rorbert Feinbaum
SaveMUNI

Tina Martin
Mothers Out Front San Francisco

David Sorrell, TDM-CP
Northern California Chapter, Association for Commuter Transportation

Russ Hancock, President & CEO
Joint Venture Silicon Valley

Ahleli Cuenca
Youth Leadership Institute

Nicole Kemeny, President
350 Silicon Valley

Antonio Maldonado, Director of Business Affairs
Associated Students of San Jose State University

Zach Drucker
sf.citi

Jack Sweringen
Friends of SMART

Hans Larsen, Public Works Director
City of Fremont

Justine Marcus
Enterprise Community Partners

Adam Thongsavat, Public Policy
Airbnb

Michael Gliksohn, Treasurer
Richmond Progressive Alliance

Marlene Santoyo
Menlo Together

From: [Steve Livingston](#)
To: [Board \(@caltrain.com\)](#)
Subject: Caltrain on Giants game day not enough. This presents a Covid risk
Date: Tuesday, October 5, 2021 9:57:24 PM

You don't often get email from slivingston1@gmail.com. [Learn why this is important](#)

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

I took the Caltrain to the Giants game on Sunday, October 3. The trains were one per hour. Because of the infrequency, everyone on the Peninsula and South Bay decided to take the one train that arrived 1 hour before the beginning of the game. It was crammed to every inch of the train, with the last three stations unable to board any passengers.

This is inexcusable, especially in a Covid pandemic with a variant such as Delta. Everyone was on top of everyone.

How could there be such poor planning to not have more trains before the game?

I would appreciate a response.
Thank you.

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Steve Livingston
email: slivingston1@gmail.com
mobile: +1 408-482-8888

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [Baltao, Elaine \(board.secretary@vta.org\)](#); [cacsecretary \(@caltrain.com\)](#)
Subject: Segment 4 signal system test results
Date: Wednesday, October 6, 2021 1:13:57 AM
Attachments: [image001.png](#)
[Virginia Grade Crossing timings.bmp](#)
[Auzerais Grade Crossing timings.bmp](#)
[Test Book CT 47.51 - Virginia Street Crossing.pdf](#)
[Test Book CT 47.35 - Auzerais Street Crossing.pdf](#)

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

Dear Caltrain Board,

Further to the staff response **which did not include any technical information**, I am compelled to inform you that the status of Segment 4 as reported in the staff presentation (slide 14 below) does not bear ANY resemblance to reality, specifically that **there has been no progress on gate crossing performance at Virginia and Auzerais since January** (Test Books attached):

1. **Virginia**

DESIGN warning time: **34 seconds**

ACTUAL warning times: **36-130 seconds**

4.1.5 WARNING TIME MINIMUM 20" – ACTUAL IS FROM LIGHTS FLASHING UNTIL TRAIN AT ISLAND)		4.1.6 SPEED (ACTUAL OR BLANK IF UNKNOWN)	
DESIGN	ACTUAL		
34@35mph	65	18	MPH
34@35mph	36	17	MPH
34@35mph	63	19	MPH
34@35mph	36	25	MPH
34@35mph	110	9	MPH
34@35mph	108	11	MPH
34@35mph	128	8	MPH
34@35mph	130	9	MPH

2. **Auzerais**

DESIGN warning time: **32 seconds**

ACTUAL warning times: **50-172 seconds**

4.1.5 WARNING TIME MINIMUM 20" – ACTUAL IS FROM LIGHTS FLASHING UNTIL TRAIN AT ISLAND)		4.1.6 SPEED (ACTUAL OR BLANK IF UNKNOWN)	
DESIGN	ACTUAL		
32@35mph	57	13	MPH
32@35mph	51	17	MPH
32@35mph	56	13	MPH
32@35mph	50	16	MPH
32@35mph	78	9	MPH
32@35mph	149	9	MPH
32@35mph	96	8	MPH
32@35mph	172	8	MPH

It is therefore unclear why staff would consider advancing the same "design" to other sections of the line.

Sincerely,

Roland Lebrun

CC

VTA Board
 Caltrain CAC

VTA CAC

From: Wong, Shirley <WongSh@samtrans.com>
Sent: Tuesday, October 5, 2021 10:10 AM
To: 'ccss@msn.com' <ccss@msn.com>
Subject: PRA RE: Segment 4 signal system test results

Dear Mr. Lebrun,

Thank you for your Public Records Act request regarding the Auzerais and Virginia Grade Crossings. Staff have conducted a diligent search for records responsive to your request, and have located documents responsive to request nos. 2 through 4, which are available to you through this Dropbox link: <https://www.dropbox.com/sh/7cefxtkotx1ipo/AAD2i4HNTpV3-ppWXSJjOjgZa?dl=0>

The JPB must be mindful of its ongoing obligation to maintain the security of its facilities and vehicles, and the safety of all those who use them. We have also located documents responsive to request no. 1, but they contain security sensitive information. Under these circumstances, we conclude that the public interest served by not disclosing security sensitive information clearly outweighs the public interest served by their disclosure. (See Government Code section 6255; *County of Santa Clara v. Superior Court* (2009) 170 Cal.App.4th 1301, 1329; *Procurier v. Superior Court* (1973) 35 Cal.App.3d 211, 212.) Accordingly these records will not be disclosed.

Thank you
Shirley

From: Roland Lebrun <ccss@msn.com>
Sent: Tuesday, October 5, 2021 2:50:35 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: PRA <PRA@samtrans.com>
Subject: Segment 4 signal system test results

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

Dear Caltrain Board,

Please refer to the attached slide and provide the following information for Segment 4 **Pursuant to Government Code Section 6250 et Seq.**

3. Copy of 95% design
4. Complete set of test results to date

Thank you in advance for your prompt response to this request.

Roland Lebrun

Segment	95% Design Percent Complete	Anticipated 95% Design Complete	Installation Percent Complete	Anticipated Installation Complete	Testing Percent Complete	Anticipated Testing Complete
Segment 1	64%	03/31/2023	21%	08/31/2023	0%	09/30/2023
Segment 2	98%	07/17/2022	23%	08/01/2022	5%	12/31/2022
Segment 3	35%	12/11/2022	21%	02/28/2023	0%	03/31/2023
Segment 4	100%	Complete	92%	10/15/2021	95%	10/24/2021

Data as of August 31, 2021





MODERN RAILWAY SYSTEMS
MRS GI 841 WARNING TIME TEST DATA FORM
CFR 234.259
ALL WRITING MUST BE IN BLUE PEN

CLIENT:	CALTRAIN
PROJECT:	CALTRAIN ELECTRIFICATION 50-488
TEST LOCATION:	CT 47.51 Virginia Street Crossing
DOT (IF APPLICABLE):	755099Y
UNIT ID:	UNIT ID:

4.1.1 DIRECTION				4.1.2 TIME (24 HOUR CLOCK E.G. 21:30)	4.1.3 ROUTE/TRACK ID	4.1.4 MICROPROCESSOR (BLANK IF N/A)			4.1.5 WARNING TIME MINIMUM 20" - ACTUAL IS FROM LIGHTS FLASHING UNTIL TRAIN AT ISLAND)		4.1.6 SPEED (ACTUAL OR BLANK IF UNKNOWN)		CONDITION LEFT				DATE	TEST ENGINEER	WITNESS (LEAVE BLANK IF NOT AVAILABLE)
NB	SB	W B	EB			MAIN	STDBY	N/A	DESIGN	ACTUAL			C	A	S	R			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 : 05	2			X	34@35mph	65	18	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/31/2021	SL	M M
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 : 26	2			X	34@35mph	36	17	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/31/2021	SL	M M
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 : 44	1			X	34@35mph	63	19	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/31/2021	SL	M M
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 : 59	1			X	34@35mph	36	25	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/31/2021	SL	M M
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	00 : 15	1			X	34@35mph	110	9	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2/1/2021	SL	M M
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	00 : 58	1			X	34@35mph	130	9	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2/1/2021	SL	M M

CONDITION LEFT

C - TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS Do to Civil speed restriction unable to reach designed MAS

A - ADJUSTMENT MADE TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS

S - REPAIR OR REPLACEMENT TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS

R - REPAIR OR REPLACEMENT REQUIRED - DISCREPANCY FORM REQUIRED

TEST COMPLETION VERIFICATION

MRS REPRESENTATIVE: Sal Lopez	DATE: 2/1/2021	SIGNATURE: 
WITNESSED (LEAVE BLANK IF NOT AVAILABLE): Ned M	DATE: 2/1/2021	SIGNATURE (LEAVE BLANK IF NOT AVAILABLE): 



MODERN RAILWAY SYSTEMS MRS GI 841 WARNING TIME TEST DATA FORM

CFR 234.259

ALL WRITING MUST BE IN BLUE PEN

CLIENT:	CALTRAIN
PROJECT:	CALTRAIN ELECTRIFICATION 50-488
TEST LOCATION:	CT 47.51 Virginia Street Crossing
DOT (IF APPLICABLE):	755099Y
UNIT ID:	UNIT ID:

4.1.1 DIRECTION				4.1.2 TIME (24 HOUR CLOCK E.G. 21:30)	4.1.3 ROUTE/TRACK ID	4.1.4 MICROPROCESSOR (BLANK IF N/A)			4.1.5 WARNING TIME MINIMUM 20" – ACTUAL IS FROM LIGHTS FLASHING UNTIL TRAIN AT ISLAND)		4.1.6 SPEED (ACTUAL OR BLANK IF UNKNOWN)		CONDITION LEFT				DATE	TEST ENGINEER	WITNESS (LEAVE BLANK IF NOT AVAILABLE)
NB	SB	W B	EB			MAIN	STDBY	N/A	DESIGN	ACTUAL			C	A	S	R			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11 : 03	MT 2-1 17R			X	34@35mph	56	18	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/31/2021	CH	
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	:								MPH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	:								MPH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

CONDITION LEFT

C - TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS Do to Civil speed restriction unable to reach designed MAS

A - ADJUSTMENT MADE TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS

S - REPAIR OR REPLACEMENT TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS

R - REPAIR OR REPLACEMENT REQUIRED – DISCREPANCY FORM REQUIRED

TEST COMPLETION VERIFICATION

MRS REPRESENTATIVE: Colby Phillips	DATE: 2/17/2021	SIGNATURE:
WITNESSED (LEAVE BLANK IF NOT AVAILABLE):	DATE:	SIGNATURE (LEAVE BLANK IF NOT AVAILABLE):



MODERN RAILWAY SYSTEMS MRS GI 841 WARNING TIME TEST DATA FORM

CFR 234.259

ALL WRITING MUST BE IN BLUE PEN

CLIENT:	CALTRAIN		
PROJECT:	CALTRAIN ELECTRIFICATION 50-488		
TEST LOCATION:	CT 47.35 Auzerais Street Crossing		
DOT (IF APPLICABLE):	755097K		
UNIT ID:	053	UNIT ID:	N/A

4.1.1 DIRECTION				4.1.2 TIME (24 HOUR CLOCK E.G. 21:30)	4.1.3 ROUTE/TRACK ID	4.1.4 MICROPROCESSOR (BLANK IF N/A)			4.1.5 WARNING TIME MINIMUM 20" – ACTUAL IS FROM LIGHTS FLASHING UNTIL TRAIN AT ISLAND)		4.1.6 SPEED (ACTUAL OR BLANK IF UNKNOWN)		CONDITION LEFT				DATE	TEST ENGINEER	WITNESS (LEAVE BLANK IF NOT AVAILABLE)
NB	SB	W B	EB			MAIN	STDBY	N/A	DESIGN	ACTUAL		MPH	C	A	S	R			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 : 04	MT2			X	32@35mph	57	13	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/31/2021	<i>SW</i>	<i>M M</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 : 26	MT2			X	32@35mph	51	17	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/31/2021	<i>SW</i>	<i>M M</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 : 42	MT1			X	32@35mph	56	13	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/31/2021	<i>SW</i>	<i>M M</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	23 : 58	MT1			X	32@35mph	50	16	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/31/2021	<i>SW</i>	<i>M M</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	00 : 15	MT1			X	32@35mph	78	9	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/2021	<i>SW</i>	<i>M M</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	00 : 30	MT2			X	32@35mph	149	9	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/2021	<i>SW</i>	<i>M M</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	00 : 42	MT2			X	32@35mph	96	8	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/2021	<i>SW</i>	<i>M M</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	00 : 58	MT1			X	32@35mph	172	8	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/2021	<i>SW</i>	<i>M M</i>

CONDITION LEFT

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R - REPAIR OR REPLACEMENT REQUIRED – DISCREPANCY FORM REQUIRED

TEST COMPLETION VERIFICATION

MRS REPRESENTATIVE: S. Whitaker	DATE: 2/1/2021	SIGNATURE: <i>S. Whitaker</i>
WITNESSED (LEAVE BLANK IF NOT AVAILABLE): Ned Milin	DATE: 2/1/2021	SIGNATURE (LEAVE BLANK IF NOT AVAILABLE): <i>Ned Milin</i>



MODERN RAILWAY SYSTEMS MRS GI 841 WARNING TIME TEST DATA FORM

CFR 234.259

ALL WRITING MUST BE IN BLUE PEN

CLIENT:	CALTRAIN		
PROJECT:	CALTRAIN ELECTRIFICATION 50-488		
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UNIT ID:	053	UNIT ID:	N/A

4.1.1 DIRECTION				4.1.2 TIME (24 HOUR CLOCK E.G. 21:30)	4.1.3 ROUTE/TRACK ID	4.1.4 MICROPROCESSOR (BLANK IF N/A)			4.1.5 WARNING TIME MINIMUM 20" – ACTUAL IS FROM LIGHTS FLASHING UNTIL TRAIN AT ISLAND		4.1.6 SPEED (ACTUAL OR BLANK IF UNKNOWN)		CONDITION LEFT				DATE	TEST ENGINEER	WITNESS (LEAVE BLANK IF NOT AVAILABLE)
NB	SB	W B	EB			MAIN	STDBY	N/A	DESIGN	ACTUAL		MPH	C	A	S	R			
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11 : 03	MT1-2 1R			X	32@35mph	40	15	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/31/2021	Don Carlson	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11 : 03	MT2-1 17R			X	32@35mph	57	14	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/31/2021	Don Carlson	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11 : 03	MT1-2 1R			X	32@35mph	48	20	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/31/2021	Don Carlson	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11 : 03	MT2-1 17R			X	32@35mph	35*	14	MPH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	01/31/2021	Don Carlson	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	:								MPH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	:								MPH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	:								MPH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	:								MPH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

CONDITION LEFT	
C - TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS	Do to Civil speed restriction unable to reach designed MAS
A - ADJUSTMENT MADE TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS	* gates recovered then restarted
S - REPAIR OR REPLACEMENT TEST COMPLETE EQUIPMENT PASSES TEST REQUIREMENTS	
R - REPAIR OR REPLACEMENT REQUIRED – DISCREPANCY FORM REQUIRED	

TEST COMPLETION VERIFICATION

MRS REPRESENTATIVE: Colby Phillips	DATE: 2/17/2021	SIGNATURE:
WITNESSED (LEAVE BLANK IF NOT AVAILABLE):	DATE:	SIGNATURE (LEAVE BLANK IF NOT AVAILABLE):