



JPB Board of Directors
Meeting of March 29, 2023

Correspondence as of 03-17-2023

Subject

- 1 Notice of Geotechnical Work near Coyote Creek 3/13/23 - 3/24/23
- 2 SFCTA March 14 Board agenda item #10 Elimination of Caltrain diesel locomotives
- 3 Diridon Station Overnight

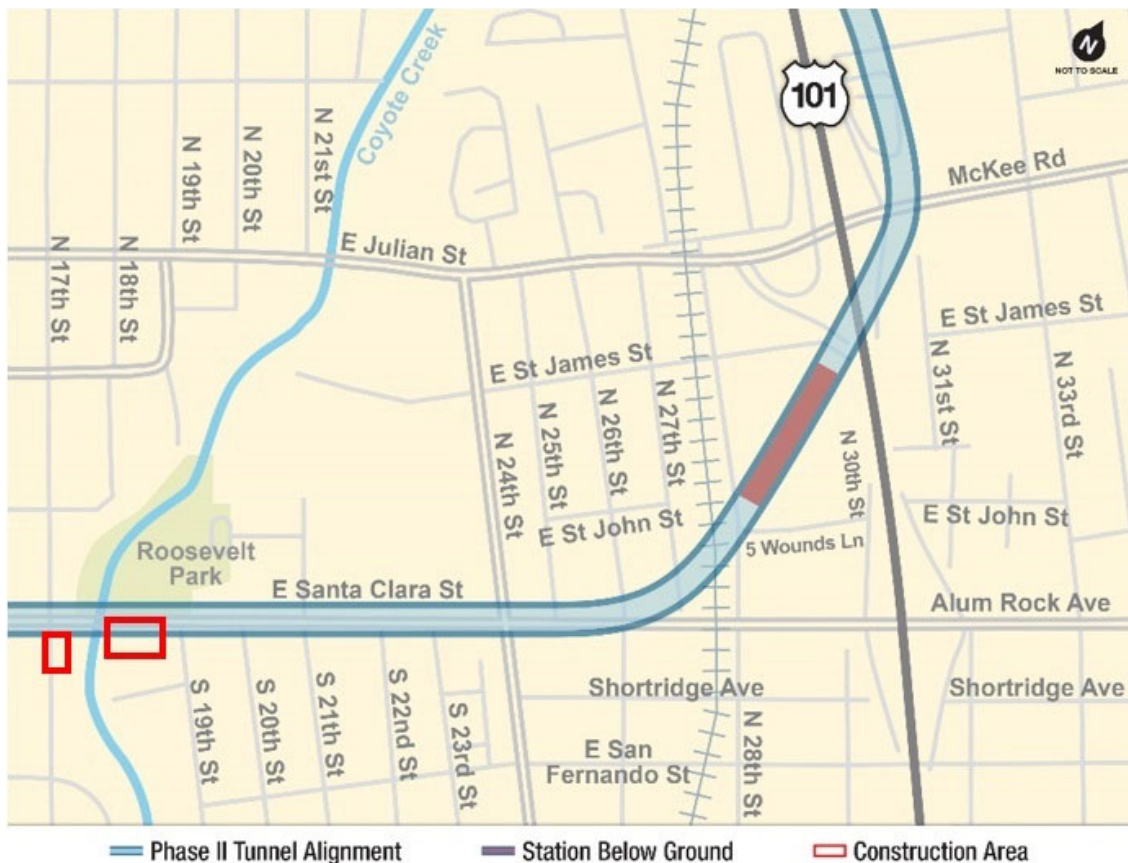
From: VTA BART Silicon Valley <vtabart@vtabsv.com>
Sent: Friday, March 10, 2023 4:00 PM
To: Board (@caltrain.com)
Subject: Gentle Reminder - Notice of Geotechnical Work near Coyote Creek 3/13/23 - 3/24/23

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Notice of Geotechnical Work near Coyote Creek

WHAT

- Contractors will be collecting soil samples and installing groundwater monitoring instruments near Coyote Creek to help prepare for VTA's BART Silicon Valley Phase II Project.

WHERE

- The work will take place along W Santa Clara St. between 17th St. and 19th St.

WHEN*

- Work will be conducted Monday Mar. 13 - Friday Mar. 24
- General working hours will be 7:00 AM to 5:00 PM.

** Please note that timelines for construction activity have some inherent uncertainty and may change depending on field conditions and/or inclement weather.*

WHAT TO EXPECT

- Partial lane closures in the geotechnical work area.
- Partial parking in this specific area will not be available during this period.
- The work activity will be advanced with a truck-mounted, mud rotary drill rig.
- There will also be periodic, repetitive hammering during soil sampling.
- This work activity does not typically generate dust.

****All work has received necessary approvals and permits. Construction is a dynamic process and information is subject to change without notice.***

Project Background

VTA's BART Silicon Valley Phase II Extension (Phase II Project) is a six-mile, four-station extension of BART from Berryessa / North San José Station (opened 2020) through downtown San José to the City of Santa Clara. The Phase II Project is planned to include an approx. five-mile subway, three stations with underground platforms (28th Street/ Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.

Have a question for us about Phase II?

Visit www.vta.org/bart or email us vtabart@vtabsv.com



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You requested information about VTA's BART Silicon Valley Extension Phase II.

Our mailing address is:

Valley Transportation Authority

3331 N First Street

San Jose, CA 95134

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From: [Roland Lebrun](#)
To: [Mandelman, Rafael \(BOS\)](#)
Cc: [SFCTA Board Secretary; Board \(@caltrain.com\); Transbay Info; SFCTA CAC; cacsecretary \[@caltrain.com\]; CHSRA Board; TJPA CAC](#)
Subject: SFCTA March 14 Board agenda item #10 Elimination of Caltrain diesel locomotives
Date: Monday, March 13, 2023 4:33:01 PM
Attachments: [California Air Resources Board \(CARB\) Proposed In-Use Locomotive Regulation.pdf](#)

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Dear Chair Mandelman and Directors,

Thank you for the opportunity to:

1. Bring to your attention multiple issues with Caltrain's current plans for a transition to Zero-Emission Vehicles (ZEVs) as outlined in a November 7 2022 letter to the California Air Resources Board (<https://www.arb.ca.gov/lists/com-attach/27-locomotive22-UzAHYAFsV3BSJgVk.pdf> attached for your convenience).
2. Introduce a solution to **eliminate all diesels in San Francisco by 2025 followed by a complete vacation of the 4th & King railyard as soon as the PAX and the DTX are fully operational.**

1) Caltrain comments on Proposed In-Use Locomotive Regulation followed by my responses:

Caltrain: *"In order to continue to serve communities between Tamien and Gilroy, Caltrain must continue to operate diesel service until such time that funding, manufacture and federal safety certification can be achieved for ZE equipment that can be placed into service. **At 2025 service levels, this would require five new trainsets.**"*

Response: It is unclear why five new \$60M trainsets (total cost \$300M) would be required when the remaining diesel locomotives could be replaced with six \$5M Battery-Electric Locomotives (total cost \$30M).

Caltrain: *"Caltrain is pursuing a request to the California State Transportation Agency for funding of a pilot project for one battery-equipped electric multiple unit (BEMU), which could charge along Caltrain's electrified territory and then run battery-powered service to Gilroy."
"There is no ZE equipment yet approved for use in the United States for railroads regulated by FRA and the first customer of each type will bear the burden of a procurement process of up to ten years."*

Response: It is unclear why anyone would ever consider "bearing the burden of a procurement process of up to ten years" to **cripple Stadler EMUs acceleration/deceleration characteristics and energy consumption by lumbering them with over 100 tons of batteries.**

Caltrain: *"Zero-emission locomotive technologies discussed in Appendix F of the proposed regulation are also not yet commercially available and may not comply with federal Buy America requirements"*

Response:

- **BNSF tested these locomotives between Stockton and Barstow (350 miles) over a 3-month period in 2021** for a total of 13,500 miles without any significant failures. <https://www.wabteccorp.com/locomotive/alternative-fuel-locomotives/flxdrive>
- Union Pacific ordered 10 locomotives in January 2022 for delivery in fall 2023. Unlike Stadler EMUs, these locomotives are designed and manufactured in the United States: <https://www.wabteccorp.com/newsroom/press-releases/union-pacific-railroad-makes-largest-investment-in-wabtec-s-flxdrive-battery-electric-locomotive>
- *“Wabtec has developed a range of battery and electric dual-mode locomotives for customers in regions that have overhead electric catenary systems, which can **provide zero emission high traction efficiency in electrified and non-electrified networks**”.*

Caltrain: *“There is no funding attached to this regulation and thus, passenger rail agencies will have no assistance or recourse to comply.”*

Response:

- *“Wabtec’s FLXdrive battery electric locomotive pilot is part of a grant project with the California Air Resource Board (CARB), BNSF and the San Joaquin Valley Air Pollution Control District.”*
- *“**BEL is part of California Climate Investments, a statewide program that puts billions of cap-and-trade dollars to work reducing greenhouse gas emissions**, strengthening the economy and improving public health and the environment— particularly in disadvantaged communities.”* <https://www.wabteccorp.com/locomotive/alternative-fuel-locomotives/flxdrive>

Market Analysis and Assessment of Commercial Availability:

Caltrain: *“The proposed regulation relies on the existence of freight test programs, and in particular, the availability of low horsepower switcher locomotives as the basis for presuming passenger rail equipment needs can be met.”*

Response: “Wabtec’s FLXdrive battery electric locomotives currently have a maximum output of 4,400 HP (**800 HP more than Caltrain’s most powerful diesel locomotives:** <https://www.caltrain.com/about-caltrain/statistics-reports/commute-fleets>)

Conclusion: Caltrain have failed to consider a solution that would use Battery-Electric Locomotives (BELs) to extend electrified Caltrain service into non-electrified territory as follows:

1. Existing Bombardier bi-level cars would operate between San Francisco and Gilroy as at present with a BEL recharging while under the wire and capable of operating in battery mode between Tamien and Gilroy (and eventually Salinas).
2. Stadler EMUs would operate autonomously between San Francisco and Tamien but would couple to a fully-charged BEL at Tamien prior to continuing the trip to Gilroy (and eventually Salinas). Northbound BELs would decouple from EMU trainsets at Tamien and recharge while awaiting the next southbound train headed for Gilroy.

- Coupling video: <https://youtu.be/y1dAFbvrfGY?t=25>

- Coupling/Decoupling videos: <https://youtu.be/LMvgCPmqYT0?t=181>

Recommendations:

- 1) Terminate *“Pursuing a request to the California State Transportation Agency for funding of a pilot project for one battery-equipped electric multiple unit (BEMU), which could charge along Caltrain’s electrified territory and then run battery-powered service to Gilroy. If funded, this option would take three to five years to come into service due to the need for design review and test approval by the Federal Railroad Administration (FRA) in addition to normal manufacturing timelines and special consideration for procuring ZE parts that do not currently have a supply chain.”* **effective immediately.**
- 2) Reach out to the FRA and the Pueblo testing facility (<https://www.ttcitech/government-research-partnerships>) to **expedite the certification of BELs for passenger rail.**
- 3) Issue an RFP to US BEL manufacturers (currently Wabtec and Progress Rail) for BELs with a 60-mile off-wire range.

Respectfully presented for your consideration.

Roland Lebrun

cc: The Honorable Liane Randolph Chair, California Air Resources Board
Members, California Air Resources Board
Dr. Steven Cliff, Executive Officer, California Air Resources Board
Heather Arias, Chief, Transportation and Toxics Division, California Air Resources Board
Board
Jamie Callahan, Chief of Staff, Office of Chair Liane Randolph, California Air Resources Board
Board

San Francisco County Transportation Authority Board of Directors
Transbay Joint Powers Authority Board of Directors
Peninsula Corridor Joint Powers Board of Directors
California High Speed Rail Authority Board of Directors
Transportation Agency for Monterey County
San Francisco County Transportation Authority Citizens Advisory Committee
Transbay Joint Powers Authority Citizens Advisory Committee
Caltrain Citizens Advisory Committee
Caltrain Bicycle and Active Transportation Advisory Committee

Bills with Action Taken

Below are bills that Caltrain took a position on this that were signed by the Governor at the end of the 2022 Legislative Session:

SB 922 (Wiener) – CEQA Exemptions for Transit. This bill would permanently extend statutory exemptions from the CEQA requirement for clean transportation projects, including charging and facilities for zero-emission rail, station-area improvements, and first/last mile connections for bike and ped. This bill is a follow up to SB 288 (Wiener, 2020) which Caltrain supported. *Support.*

The Governor signed this bill on September 30.

SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program.

This bill would exempt transit agencies using program funding for the continuation of a free or reduced fare transit program from the requirement to demonstrate that reductions in GHG emissions can be realized through the continuation of the program. It would also allow the transit agency to continue to use those funds for the purpose without time restriction and require reapplication to the program every three years. *Support.*

The Governor signed this bill on September 30.

Proposed Regulation

California Air Resources Board (CARB) Proposed In-Use Locomotive Regulation.

This proposed regulation is intended to speed the transition to zero-emission vehicles away from diesel locomotives for rail operators in the state. As written, the proposed regulation would impact Caltrain and other passenger rail operators in the state by requiring a Spending Account which would encumber funds to be spent only on zero-emissions rail vehicles and not used for operating or maintenance costs. While Caltrain supports the goal of a zero-emissions future, the timing, specific provisions, retirement mandates, and technology availability in the regulation are all of concern. Caltrain submitted a comment letter on November 7 that details these issues. Caltrain has been meeting with CARB staff and sent letters to CARB in September 2021, December 2021, and September 2022 regarding this issue. Caltrain will continue to work with CARB staff in advance of the CARB hearing on this issue on November 18.

Grants

Transit and Intercity Rail Capital Program (\$900 million - \$1.2 billion in Cycle 6 for Existing Projects outside Southern California) The draft Transit and Intercity Rail Capital Program guidelines were released in late September. The Caltrain team is reviewing to formulate a plan for the application process.

Status: Guidelines released for comment. Caltrain submitted comments November 7.

Funding: This cycle, funding is regionally subdivided with \$1,831,500,000 available for Southern California, inclusive of the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura, and \$1,498,500,000 available for the rest of the state. The funding for the rest of the state is broken down in the following ways:

- Existing TIRCP Projects Leveraging Federal and Local Funds Reserve: \$900 million to \$1.20 billion
- New Projects: \$148.5 million to \$598.5 million
- Major Projects Project Development Reserve: up to \$150 million
- High Priority Grade Crossing Improvement and Separation Projects: \$70 million to \$210 million

From: Kkroëbar [REDACTED]
Sent: Sunday, March 5, 2023 2:35 PM
To: Board (@caltrain.com) <board@caltrain.com>; PRA <pra@caltrain.com>
Subject:

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

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My wife and I slept in the Dirdon Station March 3rd seeking shelter from the storm and someone stole her purse from underneath the blanket while we were sleeping!! I don't have any issues with Caltrain & have every intention of continuing to use your service gladly. I really enjoy riding the Caltrain you do a excellent job, always a warm greeting. So about why I'm reaching out to you is you have a camera mounted directly on the place we slept and would like to see if we can see what happened that night. My wife is besides herself and we need to see who it was or anything thing that will help us. They left a full bottle of liquor and a pocket knife behind that we found. Can you help us through the process of reviewing your security record for that night. The location is besides the door in the room all red painted walls n floor just outside the backside of the Dirdon station. Please contact me back at 415.646.6102 or my email kkroebar@gmail.com at your earliest opportunity please and thank you for your time.

From: Nabong, Sarah <nabongs@samtrans.com>
Sent: Wednesday, March 15, 2023 12:27 PM
To: kkroebar [REDACTED]
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Caltrain Customer Service Recording Form: 881150

Dear Kkroëbar,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence.

We regret to hear of this unpleasant experience that happened, and, after reviewing station amenities, it appears the cameras you observed were not operating as intended. I understand we are currently working towards improvement. The Deputy Director of our Safety & Security department, who oversees security has made this one of his priorities.

Nevertheless, this still occurred, and we notified our Transit Police for their attention. If you ever feel unsafe, please do not hesitate to contact our Transit Police directly at 1-877-723-7245.

We at Caltrain are well aware of the responsibility we have to the communities we serve, and we hold safety in the highest regard. We hope your future encounters with us will reflect that philosophy and prove to be pleasant, uneventful affairs.

Kind regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 650.508.7925

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)

