

JPB CAC

CORRESPONDENCE
AS OF

March 16, 2021

Givens, Patrice

From: Jeff Carter <jcartrain@aol.com>
Sent: Wednesday, February 17, 2021 4:04 PM
To: cacsecretary [@caltrain.com]
Cc: JCARTRAIN@aol.com
Subject: Public Comments For Wednesday 17-February-2021 CAC Meeting

To the JPB/Caltrain Citizens Advisory Committee, 17-February-2021

Re: Schedules in bulletin boards and trains.

Speaking on behalf of a friend and longtime Caltrain advocate, Caltrain schedules are not available on trains or in station bulletin boards, which leads people to wonder when the train is coming and what stations it serves. People need to be aware of the timetable especially during the pandemic, as there have been a few changes to the schedule.

Most will reply to this with the thoughtless, irresponsible answer: "well it's available online." This might be fine in the fantasy world of technocrats, who think everything should be done on smart phones and tablets without paper. The bulletin boards do have a notice indicating that there will be periodic schedule changes during the pandemic and to check: www.Caltrain.com. In the real world, there are still people that do not have smart phones or even a computer. It should be a common courtesy to Caltrain customers to have a printout of the schedule posted in the bulletin boards and on trains.

Thank-You,

Jeff Carter

ATTENTION: This email came from an external source.

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Givens, Patrice

From: Seamans, Dora
Sent: Tuesday, February 23, 2021 1:42 PM
To: 'Roland Lebrun'
Cc: Board (@caltrain.com); cacsecretary [@caltrain.com]; Davis, Dev [dev.davis@sanjoseca.gov]; Groen, Maryanne [Maryanne.groen@sanjoseca.gov]; Moua, Louansee [Louansee.Moua@sanjoseca.gov]; Bouchard, Michelle
Subject: Responsive records RE: Records request FW: Caltrain Board meeting item 12.a 5-year TASI contract extension
Attachments: Responsive record - TerminatedTrains.pdf

Dear Mr. Lebrun - We have conducted a diligent search for records responsive to your request for a comprehensive list of equipment failures which resulted in the termination of a train before it reached its scheduled destination since the first (2011) TASI contract award. We have located responsive records, which are attached. Your request asks for the following information: (1) date of the incident, (2) brief description of the failure that caused the train to be terminated, (3) TASI corrective action, and (4) JPB response. The attached document contains the first three categories of information.

Searching for the JPB's responses to every incident of equipment failure that resulted in a terminated train from 2011-2020 places an undue burden on the agency. If you would like the agency to search for the JPB's responses to specific incidents of terminated trains, we respectfully ask you to provide details of those specific incidents. California courts have upheld a public agency's authority to reject an overbroad request that imposes an undue burden on the agency pursuant to Government Code section 6255 on several occasions. (See *American Civil Liberties Union v. Deukmejian* (1982) 32 Cal.3d 440; see also *County of Santa Clara* (2009) 170 Cal.App.4th 1301, 1321; see also *California First Amendment Coalition v. Superior Court* (1998) 67 Cal.App.4th 159.)

Best,
Dora Seamans

From: Seamans, Dora
Sent: Tuesday, January 12, 2021 9:47 AM
To: 'Roland Lebrun' <ccss@msn.com>
Cc: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; cacsecretary [@caltrain.com] <cacsecretary@caltrain.com>
Subject: FW: Records request FW: Caltrain Board meeting item 12.a 5-year TASI contract extension

Dear Mr. LeBrun – this email is to confirm receipt of your records request received on 01/07/2021 for a comprehensive list of incidents involving TASI employees and passengers since the 2011 contract award (with dates, description, action, and response). We will produce any responsive records that are neither privileged nor exempt from disclosure by the California Public Records Act. We will work reasonably and diligently to determine if the District has responsive records, and will provide those records to you promptly, with document production occurring on a rolling basis as needed. However, we are sure that you will understand that the COVID-19 pandemic has caused staff-time shortages and put inordinate stress on all District functions. Due to the requirements set forth in California's Executive Order No. 33-20, it may therefore reasonably take some time to collect and appropriately review records prior to disclosure. We will provide you a status update as to your request as soon as possible.

Best,
Dora Seamans

Dora Seamans, MPA, CMC
Executive Officer/District Secretary
SamTrans, Executive Administration
1250 San Carlos Ave
San Carlos, CA 94070
Tel: 650-508-6242
Seamansd@samtrans.com

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, January 7, 2021 4:36 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <board.secretary@vta.org>; MTC Info <info@bayareametro.gov>; CHSRA Board <boardmembers@hsr.ca.gov>; cacsecretary [@caltrain.com] <cacsecretary@caltrain.com>; Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com>; SFCTA CAC <cac@sfcta.org>; PRA <PRA@samtrans.com>
Subject: Re: Caltrain Board meeting item 12.a 5-year TASI contract extension

Dear Chair Davis,

Pursuant to Government Code §6250 et seq, please provide a comprehensive list of incidents involving TASI employees and passengers since the first (2011) contract award categorized as follows:

- Assault
- Sexual encounter (whether consensual or not)
- Substance abuse (alcohol/drugs)
- Breach of safety protocols

For each incident, please provide the following information:

- 1) Date of the incident
- 2) Brief description
- 3) TASI corrective action
- 4) JPB response

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

Roland Lebrun

CC

SFCTA Commissioners

VTA Board of Directors

MTC Commissioners

CHSRA Board of Directors

Caltrain CAC

Caltrain BAC

SFCTA CAC

VTA CAC

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, January 6, 2021 5:31 PM
To: Caltrain Board <board@caltrain.com>
Cc: SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <board.secretary@vta.org>; MTC Info <info@bayareametro.gov>; CHSRA Board <boardmembers@hsr.ca.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; Caltrain BAC <bac@caltrain.com>; SFCTA CAC <cac@sfcta.org>
Subject: Re: Caltrain Board meeting item 12.a 5-year TASI contract extension

Dear Chair Pine,

Please accept my apologies for attaching the wrong document to my earlier email. The attached document is the Stadler price proposal for maintaining the EMUs and the remaining diesel trainsets.

Sincerely,

Roland Lebrun

From: Roland Lebrun
Sent: Wednesday, January 6, 2021 5:11 AM
To: Caltrain Board <board@caltrain.com>
Cc: SFCTA Board Secretary <clerk@sfcta.org>; VTA Board Secretary <board.secretary@vta.org>; MTC Info <info@bayareametro.gov>; CHSRA Board <boardmembers@hsr.ca.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; Caltrain BAC <bac@caltrain.com>; SFCTA CAC <cac@sfcta.org>
Subject: Caltrain Board meeting item 12.a 5-year TASI contract extension

Dear Chair Pine and Board members,

Further to Ms. Bouchard's March 2017 letter to TASI (attached) which ignored the September 1 2011 Board resolution to award a 5-year contract followed by five one-year extensions, please modify the current staff recommendation for a third 5-year contract extension to five one-year extensions for the following reasons:

- 1) It is unclear why SamTrans are proposing a \$1/2B+ 5-year (100% of Measure RR!) **single-source bundled evergreen contract** extension to 2027 given that the JPB is currently engaging Howard Permutt on recommendations for a new governance structure.
- 2) **The execution of this contract extension should be the responsibility of the new administration, not SamTrans.**
- 3) **The next administration's top priority should be to unbundle this evergreen contract,** starting with establishing specific cost ranges for the following categories:

- Administration/Safety

Why should Caltrain have to pay for Administration twice (SamTrans and TASI)?

What are the opportunities for streamlining/consolidation including bringing this function in-house under the new administration?

- Operations

Why is SamTrans proposing to bundle rail and train operations?

While there is sufficient overlap between rail operations and Maintenance of Way to justify awarding a bundled rail O&M contract to TASI or some other entity, it is unclear why train operations should be bundled with the same contract when ACE, Capitol Corridor and Metrolink operate primarily as UPRR and/or BNSF tenants (they do not own the rails they operate on).

Of more serious concern, train operations should be a net source of revenue (trackage rights, rolling stock availability payments/leasing to a Train Operating Company (TOC), etc.) not an operating expense.

As an example, the JPB was approached by a private company in 2015 but this unsolicited proposal was never referred to the Board for consideration:

. Verbal presentation to the LPMG: "***Finance and operate trains at a significantly lower cost***":

<https://www.youtube.com/watch?t=5463&v=3TNFWZrzUw4>

. Promotional video: <https://youtu.be/BTYUBsu6KQg>

. CNBC interview: "***We can bring new trains in two years (2018) to run on freight infrastructure or public railroads***" <https://www.cnbc.com/video/2015/06/03/czech-company-to-bring-euro-style-trains-to-us.html>

. Testimonials (**Stanford and others**):

<https://leoexpress-california.herokuapp.com/#testimonials>.

Last but not least, **private operators are always incentivized to increase revenues (profits) through increased ridership, not increased fares** and could provide valuable input on schedules and train configurations (Leo Express' fleet includes five Stadler FLIRT EMUs financed with private capital). **A private operator would also never settle for a less than a 100% ticket checking target vs the SamTrans/TASI 50% proposal.**

- Maintenance of Equipment

Once again, why is rolling stock maintenance bundled into a single contract when the optimal solution is to entrust maintenance to the manufacturer (**superior service AT A LOWER COST**)? Specifically, **why did SamTrans staff ignore the Stadler proposal included with their response to the EMU RFP**

(attached)?

Please refer the above proposals to Howard Permutt for further analysis and eventual recommendation to the Board on how to proceed with this contract.

Thank You.

Roland Lebrun.

CC

SFCTA Commissioners

VTA Board of Directors

MTC Commissioners

CHSRA Board of Directors

Caltrain CAC

Caltrain BAC

SFCTA CAC

VTA CAC

Report for: 1/1/2012 - 12/31/2020

Date:	Train Name	Train Status	Reason
05/29/2012	102	Terminated	Compressor failure. Brakes would not release.
05/30/2012	207	Terminated	Possible shelling on #4000.
05/31/2012	220	Terminated	panel on the outside door of car 3856 falling off.
06/01/2012	319	Terminated	
06/06/2012		Train Status	Reason
06/11/2012		Terminated	Engine stopped loading
06/14/2012		Terminated	
06/15/2012		Terminated	Engine stopped loading after picking up 2 PNAs at Sunnysvale
06/21/2012		Terminated	

264	Terminated		
266	Terminated		
280	Annulled		
281	Annulled		
284	Annulled		
285	Annulled		
287	Annulled		
288	Annulled		
365	Terminated		
382	Annulled		
386	Annulled		
Date:		06/29/2012	Reason
Train Name	Train Status		Air Problems
207	Terminated		
Date:		07/06/2012	Reason
Train Name	Train Status		Ground Relays at Mountain View
379	Terminated		
Date:		07/09/2012	Reason
Train Name	Train Status		Engine unable to hold load
103	Terminated		
216	Annulled		
Date:		07/15/2012	Reason
Train Name	Train Status		brakes would not release on JPBX926
804	Terminated		
Date:		07/17/2012	Reason
Train Name	Train Status		
288	Terminated		
Date:		07/18/2012	Reason
Train Name	Train Status		

Train Name 155			Train Status Terminated	Reason
Date:	07/19/2012			
Train Name			Train Status	Reason
Date:	07/31/2012			
Train Name 206			Train Status Terminated	Reason Engine failure
Date:	08/15/2012			
Train Name 216 277			Train Status Terminated Terminated	Reason
Date:	09/07/2012			
Train Name 208			Train Status Terminated	Reason Engine 912 stopped loading
Date:	09/24/2012			
Train Name 101			Train Status Terminated	Reason
Date:	09/25/2012			
Train Name 287			Train Status Terminated	Reason
Date:	09/26/2012			
Train Name 386			Train Status Annulled	Reason
Date:	10/01/2012			
Train Name 191 258 375 381			Train Status Annulled Terminated Annulled Terminated	Reason Multiple delays

Date:	10/02/2012	Train Status	Reason
Train Name			
Date:	10/03/2012	Train Status	Reason
Train Name		Annulled	
190		Terminated	
258		Annulled	
284		Annulled	
380			
Date:	10/04/2012	Train Status	Reason
Train Name		Annulled	
289			
Date:	10/10/2012	Train Status	Reason
Train Name		Annulled	Experiencing air problems
365			
Date:	10/12/2012	Train Status	Reason
Train Name		Terminated	
314			
Date:	10/13/2012	Train Status	Reason
Train Name		Terminated	
426			
Date:	10/21/2012	Train Status	Reason
Train Name		Terminated	Mechanical problems. Under Investigation.
425		Terminated	Engine died at Baysshore
446			
Date:	10/24/2012	Train Status	Reason
Train Name		Terminated	
236			

Date:
Train Name
332

Date:
Train Name
272

Date:
Train Name
102
103
104
211
218
226
228
230
233
305
313
323
332

10/25/2012

1/107/2012

11/20/2012

Train Status
Terminated

Train Status
Terminated

Train Status
Terminated
Terminated
Terminated
Annulled
Annulled
Annulled
Annulled
Annulled
Annulled
Terminated
Annulled
Annulled
Annulled

Reason

Reason

Reason

Date:
Train Name
381

Date:
Train Name
206
323

12/04/2012

12/05/2012

Train Status
Annulled

Train Status
Terminated
Annulled

Reason
Engine Failure

Reason
Multiple Ground Faults. Terminated at Millbrae
Termination of No. 206 at Millbrae

Date: Train Name 278	12/11/2012	Train Status Terminated	Reason
Date: Train Name 287 288 289	12/14/2012	Train Status Terminated Terminated Terminated	Reason
Date: Train Name 360	12/17/2012	Train Status Terminated	Reason
Date: Train Name 313	12/26/2012	Train Status Annulled	Reason No. Crew or Equipment
Date: Train Name 236	12/28/2012	Train Status Terminated	Reason
Date: Train Name 208	01/09/2013	Train Status Terminated	Reason Turned for No. 225 at San Jose
Date: Train Name 208 261	01/14/2013	Train Status Terminated Terminated	Reason
Date: Train Name	01/30/2013	Train Status	Reason

Date:	01/31/2013	Train Status	Terminated	Reason	
Train Name	208	Train Status	Terminated	Reason	Mechanical failure. Air trouble.
Date:	02/04/2013	Train Status	Terminated	Reason	Engine would not load
Train Name	279	Train Status	Terminated	Reason	
Date:	02/06/2013	Train Status	Terminated	Reason	
Train Name	314	Train Status	Terminated	Reason	
Date:	02/08/2013	Train Status	Terminated	Reason	
Train Name	193	Train Status	Terminated	Reason	
Date:	02/11/2013	Train Status	Terminated	Reason	
Train Name	288	Train Status	Terminated	Reason	
Date:	02/19/2013	Train Status	Terminated	Reason	Turn Equipment for No. 225 at San Jose
Train Name	152	Train Status	Terminated	Reason	
Date:	02/28/2013	Train Status	Terminated	Reason	Engine quit loading, coupled to No. 206 No equipment or crew, 225 made additional stop at Millbrae
Train Name	208	Train Status	Annulled	Reason	
Date:	03/04/2013	Train Status	Terminated	Reason	
Train Name	104	Train Status	Terminated		
Date:	03/04/2013	Train Status	Terminated		
Train Name	323	Train Status	Terminated		
Date:	03/04/2013	Train Status	Terminated		
Train Name	279	Train Status	Terminated		
Date:	03/04/2013	Train Status	Terminated		
Train Name	381	Train Status	Terminated		
Date:	03/04/2013	Train Status	Terminated		
Train Name	385	Train Status	Terminated		

386	03/11/2013	Annulled	Combined with No. 288
Date:			
Train Name		Train Status	Reason
Date:	03/19/2013	Annulled	
380			
Date:	03/25/2013	Terminated	Reason
215		Terminated	Combined service with 282.
218			
Date:	03/27/2013	Terminated	Reason
218			Engine Failure

Date:	04/06/2013	Train Status		Reason	
Train Name		Terminated		Diesel fuel spill engine 909	
444		Terminated		No.444 diesel spill at South San Francisco	
445		Terminated		No.444 diesel fuel spill	
446		Annulled		No.444 diesel fuel spill	
448					
Date:	04/07/2013	Train Status		Reason	
Train Name		Terminated		Engine would not load	
422					
Date:	04/08/2013	Train Status		Reason	
Train Name		Terminated		Engine would not load	
206		Terminated			
208					
Date:	04/15/2013	Train Status		Reason	
Train Name					
Date:	04/17/2013	Train Status		Reason	
Train Name		Terminated		Mechanical Failure	
216		Terminated			
236					
Date:	04/19/2013	Train Status		Reason	
Train Name		Terminated		Traction Motor No. 1 caught fire	
152					
Date:	04/22/2013	Train Status		Reason	
Train Name		Terminated			
231					
Date:	04/25/2013	Train Status		Reason	
Train Name		Terminated		Wold broken on main resevoir pipe.	
147					
Date:	04/26/2013				

Train Name		Train Status	Reason
381		Annulled	Brakes would not release on engine no. 921
Date:	05/03/2013		
Train Name		Train Status	Reason
277		Terminated	
381		Annulled	
Date:	05/07/2013		
Train Name		Train Status	Reason
225		Terminated	Coupled to Disabled No. 323
323		Terminated	Dead Engine/Coupled to No. 225
386		Terminated	Unable to regain load at Redwood City
Date:	05/09/2013		
Train Name		Train Status	Reason
230		Annulled	
Date:	05/10/2013		
Train Name		Train Status	Reason
134		Annulled	
215		Terminated	
216		Terminated	
226		Annulled	
228		Annulled	
230		Annulled	
314		Terminated	
319		Terminated	
329		Terminated	
Date:	05/15/2013		
Train Name		Train Status	Reason

Train Name
101
206
Date:
Train Name
268
Date:
Train Name
208
Date:
Train Name
159
267
282
284
365
366
371
376
Date:
Train Name
225
Date:
Train Name

05/21/2013

06/03/2013

06/17/2013

06/19/2013

06/20/2013

Train Status
Terminated
Annulled
Train Status
Terminated
Train Status
Terminated
Train Status
Terminated
Terminated
Annulled
Annulled
Terminated
Terminated
Terminated
Train Status
Terminated
Train Status

Reason
Turned to Extra Train South
208 Ran as Combo

Reason
Engine Failure at Millbrae

Reason
Train turned at San Jose as a swap for No. 225

Reason

Ran as Local from San Francisco to San Jose

Reason

Reason

305				Engine failure	
Date:					
Train Name					
289				Reason	
376				HEP failure. Combo with number No. 191 at Santa Clara Station.	
Date:				Engine failure at Redwood City	
Train Name					
228				Reason	
230				Train lost load and coasted to California Avenue	
Date:				No. 228 ahead lost load	
Train Name					
218				Reason	
385				HEP failure on JPBX 912	
Date:					
Train Name					
208				Reason	
210					
215					
231					
Date:					
Train Name					
220				Reason	
233					

Terminated	
Train Status	
Terminated	
Terminated	
Train Status	
Terminated	
Terminated	
Train Status	
Terminated	
Terminated	
Terminated	
Annulled	
Train Status	
Terminated	
Annulled	

06/27/2013	
07/02/2013	
07/03/2013	
07/05/2013	
07/09/2013	

Date:	07/16/2013	Train Status	Reason
Train Name			
Date:	07/17/2013	Train Status	Reason
Train Name		Terminated	Engine Failure
263		Terminated	Engine failure on No.263. Shoved No.263 in the clear
267			
Date:	07/19/2013	Train Status	Reason
Train Name		Terminated	brake valve problems on Cab Car No. 4013
101		Terminated	
371			
Date:	07/24/2013	Train Status	Reason
Train Name		Annulled	No equipment account door problem on No.381
289			
Date:	07/26/2013	Train Status	Reason
Train Name		Terminated	
211		Terminated	
220		Terminated	
305			
Date:	07/29/2013	Train Status	Reason
Train Name		Terminated	Equipment needed for No. 225
208			
Date:	08/02/2013	Train Status	Reason
Train Name		Terminated	
135			
Date:	08/05/2013	Train Status	Reason
Train Name		Terminated	
215			
Date:	08/07/2013	Train Status	Reason
Train Name			

208	Terminated				
211	Terminated				
Date:		08/08/2013		Reason	
Train Name	Train Status				
Date:		08/12/2013		Reason	
Train Name	Train Status				
146	Terminated			Reason	
Date:		08/16/2013			
Train Name	Train Status				
257	Terminated			Reason	
Date:		08/17/2013			
Train Name	Train Status				
425	Terminated			Reason	
Date:		08/23/2013			
Train Name	Train Status				
264	Terminated			Reason	
Date:		08/24/2013			
Train Name	Train Status				
448	Terminated			Reason	
Date:		08/28/2013			
Train Name	Train Status				
385	Terminated			Reason	
Date:		08/29/2013			
Train Name	Train Status				
210	Terminated			Reason	
221	Terminated			Reason	

236	Terminated			
312	Terminated			
314	Terminated			
Date:		09/04/2013		
Train Name	Train Status			Reason
287	Terminated			
Date:		09/11/2013		
Train Name	Train Status			Reason
146	Terminated			
147	Terminated			
150	Terminated			
Date:		09/13/2013		
Train Name	Train Status			Reason
233	Terminated	09/16/2013		Multiple UDE approaching Santa Clara
309	Annulled			Air pressure would not build on consist. Could not get a good brake test
Date:		09/17/2013		
Train Name	Train Status			Reason
208	Terminated			Equipment turned for No. 225
Date:		09/22/2013		
Train Name	Train Status			Reason
447	Terminated			Construction Company struck a gas main.

448	Terminated				
449	Terminated				Construction Company struck a gas main. Construction Company struck a gas main.
Date:		09/25/2013			Reason
Train Name					
Date:		10/08/2013			Reason
Train Name					
225	Annulled				
Date:		10/11/2013			Reason
Train Name					
305	Annulled				
Date:		10/14/2013			Reason
Train Name					
Date:		10/21/2013			Reason
Train Name					
258	Terminated				Reason
366	Terminated				UDE Mechanical Failure
Date:		10/23/2013			Reason
Train Name					
206	Terminated				
208	Terminated				
Date:		10/28/2013			Reason
Train Name					
217	Terminated				
228	Annulled				
314	Terminated				

319	Terminated		
Date:	Train Status	Reason	
Train Name	Annulled		
225	Train Status	Reason	
Date:			
Train Name			
208	Train Status	Reason	
309	Terminated	Engine failure JPBX902	
Date:	Terminated		
Train Name	Train Status	Reason	
208	Terminated		

Date:	11/21/2013	Train Status	Reason
Train Name			
Date:	12/03/2013	Train Status	Reason
Train Name		Terminated	
Date:	12/12/2013	Train Status	Reason
Train Name		Terminated	
Date:	12/20/2013	Train Status	Reason
Train Name		Terminated	No. 319 engine failure
Date:	01/05/2014	Train Status	Reason
Train Name		Terminated	
Date:	01/14/2014	Train Status	Reason
Train Name		Terminated	
Date:		Terminated	
Train Name			

Date:
Train Name
272
Date:
Train Name
264
283
287
289
305
Date:
Train Name
142
Date:
Train Name
385
Date:
Train Name
210

01/17/2014
01/20/2014

01/29/2014
01/30/2014
01/31/2014

Train Status
Annulled

Train Status
Terminated
Terminated
Terminated
Annulled
Annulled

Train Status
Terminated

Train Status
Terminated

Train Status
Terminated

Reason
Mechanical Trouble

Reason

Air leak on car 224

Reason
Engine Failure

Reason
Mechanical Failure

Reason

228	Terminated				
288	Terminated				HEP Failure
Date:					
Train Name		02/07/2014			
289	Train Status				Reason
Date:	Terminated				
Train Name		02/09/2014			
804	Train Status				Reason
Date:	Terminated				
Train Name		02/13/2014			
284	Train Status				Reason
288	Terminated				Engine failure on JPBX907
Date:	Terminated				Train used to rescue No. 284
Train Name		02/19/2014			
284	Train Status				Reason
386	Terminated				No. 386 door peeled on car No. 3861
Date:	Terminated				
Train Name		02/25/2014			
225	Train Status				Reason
Date:	Terminated				
Train Name		02/28/2014			
208	Train Status				Reason
210	Terminated				Engine Failure South of Redwood City
	Terminated				Engine failure on No. 208

Date:	03/11/2014	Train Status	Reason
Train Name		Terminated	No. 267 lost its load
267		Terminated	Rescue No. 267
Date:	03/12/2014	Train Status	Reason
Train Name		Terminated	Engine failure JPBX923
305			
Date:	03/14/2014	Train Status	Reason
Train Name		Terminated	Equipment needed for No. 225
208		Terminated	Engine failure JPBX917
322			
Date:	03/19/2014	Train Status	Reason
Train Name		Terminated	
257			
Date:	03/21/2014	Train Status	Reason
Train Name		Terminated	
207			
Date:	03/25/2014	Train Status	Reason
Train Name		Annulled	Engine failure JPBX921
104			
208			
Date:	04/08/2014	Train Status	Reason
Train Name		Terminated	
210		Terminated	
Date:	04/11/2014	Train Status	Reason
Train Name		Terminated	

261	Terminated			
Date:				
Train Name				
381	Train Status			Reason
Date:	Terminated			Brakes would not release
Train Name				
365	Train Status			Reason
Date:	Terminated			Brakes set up on 902/4009
Train Name				
314	Train Status			Reason
319	Terminated			Engine Failure
Date:	Terminated			Engine Failure
Train Name				
313	Train Status			Reason
Date:	Terminated			
Train Name				
207	Train Status			Reason
211	Terminated			
226	Terminated			
230	Annulled			Combined with No. 228
Date:	Annulled			Combined with No. 332
Train Name				
261	Train Status			Reason
Date:	Annulled			Engine failure
Train Name				
225	Train Status			Reason
Date:	Terminated			
Train Name				

Date:	06/18/2014	Train Status	Reason
Train Name			
Date:	07/10/2014	Train Status	Reason
Train Name		Terminated	
192		Terminated	
194		Terminated	
197			
Date:	07/11/2014	Train Status	Reason
Train Name		Terminated	
208			
Date:	07/16/2014	Train Status	Reason
Train Name			
Date:	07/18/2014	Train Status	Reason
Train Name		Terminated	
194		Terminated	
197			
Date:	08/04/2014	Train Status	Reason
Train Name			
Date:	08/14/2014	Train Status	Reason
Train Name		Terminated	
254			
Date:	08/15/2014	Train Status	Reason
Train Name		Terminated	Air problems on No. 323
208			
Date:	08/22/2014	Train Status	Reason
Train Name			

Date:	08/24/2014	Train Status	Terminated	Reason	
Train Name	422	Train Status	Terminated	Reason	
Date:	09/12/2014	Train Status	Terminated	Reason	
Train Name	225	Train Status	Terminated	Reason	
Date:	10/01/2014	Train Status	Terminated	Reason	Turned for No.225 due to mechanical issues at CEMOF
Train Name	208	Train Status	Terminated	Reason	
Date:	10/10/2014	Train Status	Terminated	Reason	
Train Name	159	Train Status	Terminated	Reason	
Date:	10/15/2014	Train Status	Terminated	Reason	
Train Name	273	Train Status	Terminated	Reason	
Date:	10/16/2014	Train Status	Terminated	Reason	20141016-e
Train Name	225	Train Status	Terminated	Reason	Engine failure
Date:	10/21/2014	Train Status	Terminated	Reason	
Train Name	101	Train Status	Terminated	Reason	Engine 914 failure
Date:	10/28/2014	Train Status	Terminated	Reason	20141028-c
Train Name	152				

365	Terminated	20141028-f
Date:	Train Status	Reason
10/31/2014	Terminated	
Date:	Train Status	Reason
11/04/2014	Terminated	
Date:	Train Status	Reason
11/05/2014	Terminated	
Date:	Train Status	Reason
11/10/2014	Terminated	Equipment needed for No. 225
Date:	Train Status	Reason
11/13/2014	Terminated	
Date:	Train Status	Reason
11/16/2014	Terminated	
Date:	Train Status	Reason
11/17/2014	Annulled	JPBX 903 Main Engine Exhaust Leak
Date:	Train Status	Reason
11/19/2014	Terminated	Whistle failure
Date:	Train Status	Reason
11/21/2014	Terminated	Engine failure
Date:	Train Status	Reason
220		

Date:	12/09/2014	Train Status	Terminated	Reason	Engine failure
Train Name	143	Train Status	Annulled	Reason	
Date:	12/12/2014	Train Status	Terminated	Reason	No Ditch Lights en route to SMT
Train Name	215	Train Status	Terminated	Reason	Turned for No.319 due to no engineer
Date:	12/16/2014	Train Status	Terminated	Reason	
Train Name	282	Train Status	Terminated	Reason	
Date:	12/19/2014	Train Status	Terminated	Reason	
Train Name	104	Train Status	Terminated	Reason	
Date:	12/23/2014	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	

287				Terminated	
Date:					
Train Name				Train Status	Reason
277		12/24/2014		Terminated	20141224-c Engine failure
332				Terminated	
Date:					
Train Name				Train Status	Reason
231		12/30/2014		Terminated	
Date:					
Train Name				Train Status	Reason
101		12/31/2014		Terminated	20141231-a Equipment failure
Date:					
Train Name				Train Status	Reason
423		01/10/2015		Terminated	
Date:					
Train Name				Train Status	Reason
227		01/13/2015		Terminated	20150113-a Equipment failure
Date:					
Train Name				Train Status	Reason
159		01/15/2015		Terminated	
Date:					
Train Name				Train Status	Reason
430		01/19/2015		Terminated	20150119-a
433				Terminated	
Date:					
Train Name				Train Status	Reason
433		01/25/2015		Terminated	20150128-a, Turned north
Date:					20150125-a, Turned south
Train Name				Train Status	Reason
		01/27/2015		Terminated	

Train Name 376		Train Status Terminated	Reason
Date: Train Name 258	01/29/2015	Train Status Terminated	Reason
Date: Train Name 282	02/06/2015	Train Status Terminated	Reason 20150206-a Engine failure
Date: Train Name	02/12/2015	Train Status	Reason
Date: Train Name 142	02/18/2015	Train Status Terminated	Reason Engine failure
Date: Train Name 215 216	02/20/2015	Train Status Annulled Annulled	Reason Equipment/crew shortage following No. 309 engine failure
Date: Train Name 427	02/22/2015	Train Status Terminated	Reason
Date: Train Name	02/23/2015	Train Status	Reason

360	Terminated				
385	Terminated				
Date:		02/24/2015		Reason	
Train Name					
Date:		02/26/2015		Reason	
Train Name					20150226-d Equipment died en route
273	Terminated				
Date:		03/02/2015		Reason	
Train Name					
268	Terminated				
274	Terminated				
Date:		03/05/2015		Reason	
Train Name					20150302-a
192	Terminated				20150302-a
				Reason	20150305-b Engine Failure

Date:
Train Name

03/09/2015

104 Terminated
150 Annulled
211 Terminated
218 Annulled
226 Annulled
227 Terminated
228 Annulled
230 Annulled
236 Annulled
309 Terminated
332 Annulled

Reason

Date:
Train Name

03/10/2015

215 Annulled

Reason
PTC CBOSS failure car 4026

Date:
Train Name

03/13/2015

230 Terminated

Reason

Date:
Train Name

03/17/2015

Train Status

Reason

Date: Train Name 207	03/18/2015	Train Status Annulled	Reason
Date: Train Name 371	03/19/2015	Train Status Terminated	Reason 20150319-c
Date: Train Name 426 433	03/29/2015	Train Status Terminated Annulled	Reason
Date: Train Name 101	03/30/2015	Train Status Terminated	Reason
Date: Train Name 375	03/31/2015	Train Status Terminated	Reason 20150331-c
Date: Train Name 104	04/06/2015	Train Status Terminated	Reason
Date: Train Name 319	04/08/2015	Train Status Annulled	Reason 20150408-a Brake issues
Date: Train Name	04/16/2015	Train Status	Reason
Date: Train Name 312	05/01/2015	Train Status Terminated	Reason 20150501-b
Date: Train Name	05/05/2015	Train Status	Reason

Train Name									
Date:	05/12/2015	Train Status	Terminated	Reason					
Train Name	319	Train Status	Terminated	Reason	20150512-a				
Date:	05/17/2015	Train Status	Terminated	Reason	20150517-b				
Train Name	430	Train Status	Terminated	Reason	20150517-b				
Date:	05/29/2015	Train Status	Terminated	Reason					
Train Name	206	Train Status	Terminated	Reason					
Date:	05/31/2015	Train Status	Terminated	Reason	20150531-a No.427 engine failure				
Train Name	424	Train Status	Terminated	Reason					
Date:	06/05/2015	Train Status	Annulled	Reason	20150605-a				
Train Name	262	Train Status	Annulled	Reason	20150605-a				
Date:	06/08/2015	Train Status	Terminated	Reason					
Train Name	267	Train Status	Annulled	Reason	20150608-a Equipment shortage due to delayed NB trains				
Date:	06/11/2015	Train Status	Terminated	Reason					
Train Name	380	Train Status	Annulled	Reason					
Date:		Train Status		Reason					
Train Name		Train Status		Reason					

102					Terminated	
Date:	06/13/2015					
Train Name					Train Status	Reason
440					Terminated	20150613-a
Date:	06/20/2015					
Train Name					Train Status	Reason
445					Terminated	
Date:	06/30/2015					
Train Name					Train Status	Reason
268					Terminated	20150630-b
376					Terminated	20150630-b
Date:	07/01/2015					
Train Name					Train Status	Reason
220					Terminated	20150701-b
386					Terminated	20150701-c
Date:	07/05/2015					
Train Name					Train Status	Reason
433					Terminated	20150705-a
Date:	07/09/2015					
Train Name					Train Status	Reason
146					Terminated	20150709-a Brakes would not release
Date:	07/14/2015					
Train Name					Train Status	Reason
264					Terminated	20150714-b
289					Annulled	20150714-b Combo with No. 191
313					Annulled	
386					Terminated	20150714-b Annulled at SJD so that No. 268 could take that equipment to GIL
Date:	07/23/2015					
Train Name					Train Status	Reason

Train Name
216
Date:
Train Name
273
277
288
381
Date:
Train Name
263
Date:
Train Name
Date:
Train Name
Date:
Train Name
103
Date:
Train Name

07/24/2015

07/28/2015
07/31/2015
08/03/2015
08/04/2015
08/05/2015

Train Status
Terminated

Train Status
Terminated
Terminated
Annulled
Terminated

Train Status
Terminated

Train Status
Train Status

Train Status
Terminated

Train Status

Reason
E216-0723 No ditch lights

Reason
20150724-a HEP Failure
20150724-a No. 273 Mechanical Failure
20150724-a No. 273 Mechanical Failure
20150724-a No.273 Mechanical Failure

Reason
20150728-a HEP Failure

Reason
Reason

Reason
20150803-a Would not load

Reason

287	Date:	08/06/2015	Terminated	20150805-d No. 262 door trouble
273	Train Name		Train Status	Reason
	Date:	08/24/2015	Annulled	20150806-a Mechanical issue
	Train Name		Train Status	Reason
257	Date:	09/20/2015	Annulled	20150824-c Unable to release the brakes
	Train Name		Train Status	Reason
432	Date:	09/22/2015	Terminated	20150920-c
	Train Name		Train Status	Reason
	Date:	09/23/2015	Train Status	Reason
	Train Name		Annulled	20150923-a Combo'd with No. 233
231	Date:	09/25/2015	Train Status	Reason
	Train Name		Terminated	20150925-d
370	Date:	10/01/2015	Train Status	Reason
289	Train Name		Annulled	

Date:	10/02/2015	Train Status	Terminated	Reason	Door issues with car 3858. Door stuck in pocket. Unable to release.
Train Name	217				
Date:	10/06/2015	Train Status	Terminated	Reason	
Train Name					
Date:	10/07/2015	Train Status	Terminated	Reason	
Train Name					
Date:	10/10/2015	Train Status	Terminated	Reason	20151010-a
Train Name	423				
Date:	10/12/2015	Train Status	Terminated	Reason	
Train Name	324				
Date:	10/13/2015	Train Status	Terminated	Reason	
Train Name					
Date:	10/14/2015	Train Status	Terminated	Reason	20151014-c Main Engine Failure
Train Name	273				
Date:	10/20/2015	Train Status	Terminated	Reason	20151014-c Main Engine Failure
Train Name	375				
Date:	10/20/2015	Train Status	Terminated	Reason	
Train Name	104				

Date: 135	11/02/2015	Train Status Terminated	Reason 20151102-a
Date: 284	11/16/2015	Train Status Annulled Terminated Annulled	Reason
Date: 380	11/30/2015	Train Status Terminated	Reason
Date: 233	12/02/2015	Train Status Terminated	Reason 20151202-a Engine Failure
Date: 138	12/04/2015	Train Status Annulled	Reason
Date: 217	12/07/2015	Train Status Terminated	Reason
Date: 134	12/22/2015	Train Status Terminated	Reason
Date: 386	12/23/2015	Train Status Terminated	Reason
Date: 264	12/28/2015	Train Status Terminated	Reason

Date: 12/30/2015
Train Name 101
Date: 01/10/2016
Train Name 424
Date: 01/11/2016
Train Name 191
 262
 273
 277
 287
 288
 366
 375
 381
 385
Date: 01/23/2016
Train Name 422
Date: 01/26/2016
Train Name 258
Date: 01/29/2016
Train Name 231
Date: 02/01/2016
Train Name 159

Train Status Terminated
Train Status Terminated
Train Status Annulled
 Terminated
 Terminated
 Annulled
 Annulled
 Terminated
 Terminated
 Annulled
 Annulled
Train Status Annulled
Train Status Terminated
Train Status Terminated
Train Status Terminated

Reason
Reason
Reason 20160111-b
 20160111-b
 20160111-b
 20160111-b
 20160111-b
 20160111-b
 20160111-b
Reason
Reason 20160126-a HEP failure
Reason 20160129-a Could not restart engine after coasting into MILL
Reason 20160201-a Terminated

193	Terminated	20160201-b	Terminated
254	Terminated	20160201-a	Terminated
Date:			
Train Name			
289	Train Status		
Date:	Terminated		Reason
Train Name			20150208-a Mechanical issues
803	Train Status		
Date:	Terminated		Reason
Train Name			20160213-a Equipment failure
134	Train Status		
258	Terminated		Reason
277	Annulled		20160216-a Engine failure
Date:			20150216-b Main engine failure
Train Name			20160216-a 258 Main Engine Failure
191	Train Status		
217	Terminated		Reason
272	Terminated		20150217-e Main engine failure
Date:			20160217-a Brake problems
Train Name			20160217-d Main engine failure
322	Train Status		
Date:	Terminated		Reason
Train Name			20160219-b Engine failure
801	Train Status		
Date:	Terminated		Reason
Train Name			20160221-b Mechanical problem
269	Train Status		
284	Terminated		Reason
Date:	Annulled		20160225-b
Train Name			20160225-b annulled
	Train Status		Reason

Train Name 277		Train Status Terminated	Reason 20160301-a
Date: 237	03/10/2016	Train Status Terminated	Reason 20160310-a
Date: 225	03/14/2016	Train Status Terminated	Reason 20160314-a Mechanical failure BUR
Train Name 804	03/20/2016	Train Status Terminated	Reason 20160320-a Equipment failure. Unable to reset engine
Date: 215	04/02/2016	Train Status Terminated	Reason 20160413-a Air trouble unable to recover
Train Name 332	04/13/2016	Train Status Terminated	Reason 20160415-a Unable to get a load. Terminated
Date: 257	04/15/2016	Train Status Terminated	Reason 20160419-a
Train Name 264	04/19/2016	Train Status Terminated	Reason 20160419-a
Date: 366		Train Status Terminated	Reason Terminated at SJD for equip turn. 268 carried TAM pax
Train Name 155	04/22/2016	Train Status Terminated	Reason
Date: 268		Train Status Annulled	

Date:	04/30/2016	Train Status	Terminated	Reason	20160430-c Independent brakes would not release
Train Name	434				
Date:	05/03/2016	Train Status	Terminated	Reason	20160503-b
Train Name	288				
Date:	05/17/2016	Train Status	Terminated	Reason	
Train Name	257				
Date:	05/20/2016	Train Status	Terminated	Reason	
Train Name	218				
Date:	05/23/2016	Train Status	Terminated	Reason	20160523-a Terminated
Train Name	206				
	207		Terminated		
	208		Terminated		
	210		Terminated		
	211		Terminated		
	215		Terminated		
	216		Annulled		
	305		Terminated		
	309		Terminated		
	312		Terminated		
	313		Terminated		
	314		Terminated		
	323		Annulled		
Date:	06/01/2016	Train Status	Terminated	Reason	20160523-a Terminated at SMT
Train Name					

309	Terminated		
Date:			
Train Name	Train Status		Reason
269	Terminated		
Date:			
Train Name	Train Status		Reason
226	Terminated		20160606-a Terminated due to mechanical failure
Date:			
Train Name	Train Status		Reason
151	Terminated		
Date:			
Train Name	Train Status		Reason
431	Terminated		20160702-b Terminated at ATH due to air leak on car 4007. Unable to recover
Date:			
Train Name	Train Status		Reason
103	Terminated		
104	Terminated		20160711-a
210	Annulled		20160711-a
314	Annulled		20160711-a 210/312 combo train
			20160711-a Combo train with 216

Date:	07/12/2016	Train Status	Terminated	Reason	
Train Name	208	Train Status	Terminated	Reason	20160720-b Unable to get load at MVW with JPBX910
Date:	07/20/2016	Train Status	Terminated	Reason	
Train Name	322	Train Status	Terminated	Reason	20160723-a Air compressor shut down
Date:	07/23/2016	Train Status	Terminated	Reason	
Train Name	431	Train Status	Terminated	Reason	
Date:	08/02/2016	Train Status	Terminated	Reason	
Train Name	376	Train Status	Terminated	Reason	
Date:	08/05/2016	Train Status	Terminated	Reason	
Train Name	276	Train Status	Terminated	Reason	
Date:	08/11/2016	Train Status	Terminated	Reason	20160811-a Terminated due to door failure
Train Name	319	Train Status	Terminated	Reason	
Date:	08/12/2016	Train Status	Terminated	Reason	20160812-a Terminated due to mechanical failure at PAL
Train Name	305	Train Status	Terminated	Reason	
Date:	08/17/2016	Train Status	Terminated	Reason	20160817-a Terminated due to no load on the JPBX919
Train Name	227	Train Status	Terminated	Reason	
Date:	08/18/2016	Train Status	Terminated	Reason	20160818-a Terminated at CAL due to mechanical failure
Train Name	103	Train Status	Terminated	Reason	

Date:	08/25/2016	Train Status	Reason
Train Name		Terminated	20160825-b Terminated at SJD due to no power on JPBX906
220			
Date:	08/26/2016	Train Status	Reason
Train Name		Terminated	
263			
Date:	08/30/2016	Train Status	Reason
Train Name		Terminated	
151			
Date:	09/04/2016	Train Status	Reason
Train Name		Terminated	
442			
Date:	09/08/2016	Train Status	Reason
Train Name		Terminated	20160908-a
207			
Date:	09/16/2016	Train Status	Reason
Train Name		Terminated	
269			
Date:	09/19/2016	Train Status	Reason
Train Name		Annulled	20160919-a
287		Terminated	
381			
Date:	09/20/2016	Train Status	Reason
Train Name		Terminated	20160920-a
139			
Date:	09/27/2016	Train Status	Reason
Train Name		Terminated	20160927-a. Unable to get a load.
237			
Date:	09/29/2016		

Train Name 313		Train Status Annulled	Reason 20160929-a Mechanical failure
Date:	10/02/2016		
Train Name 446		Train Status Terminated	Reason
Date:		Terminated	
Train Name 448		Terminated	
Date:	10/16/2016		
Train Name 448		Train Status Terminated	Reason
Date:		Terminated	20161016-a Terminated due to engine failure at CAL
Train Name 289		Train Status Annulled	Reason
Date:	11/07/2016	Terminated	
Train Name 313		Train Status Terminated	Reason 20161107-a
Date:	11/14/2016		
Train Name 319		Train Status Terminated	Reason 20161114-b
Date:	11/17/2016		
Train Name 226		Train Status Terminated	Reason 20161117-a
Date:	11/22/2016		
Train Name 231		Train Status Terminated	Reason 20161201-a
Date:	12/01/2016		

Date:	12/02/2016	Train Status	Terminated	Reason	20161202-c
Train Name	142	Train Status	Terminated	Reason	
Date:	12/18/2016	Train Status	Terminated	Reason	
Train Name	446	Train Status	Terminated	Reason	
Date:	12/21/2016	Train Status	Terminated	Reason	
Train Name	159	Train Status	Terminated	Reason	
Date:	12/23/2016	Train Status	Annulled	Reason	20161223-b
Train Name	191	Train Status	Terminated	Reason	
Date:	272	Train Status	Terminated	Reason	
Train Name	277	Train Status	Terminated	Reason	
Date:	283	Train Status	Annulled	Reason	20161223-b
Train Name	289	Train Status	Terminated	Reason	
Date:	12/27/2016	Train Status	Terminated	Reason	Turned for the 371 at SJD
Train Name	254	Train Status	Terminated	Reason	
Date:	01/10/2017	Train Status	Terminated	Reason	20170110-a Main reservoir failure on JPBX 919
Train Name	237	Train Status	Terminated	Reason	
Date:	01/11/2017	Train Status	Terminated	Reason	Mechanical failure
Train Name	258	Train Status	Terminated	Reason	
Date:	01/19/2017	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	

Date:	01/20/2017	Train Status	Reason
Train Name		Terminated	
Date:	02/09/2017	Train Status	Reason
Train Name		Terminated	Locomotive fire
Date:	02/13/2017	Train Status	Reason
Train Name		Terminated	20170213-b Terminated at BEL and turned NB making all local stops
Date:	02/16/2017	Train Status	Reason
Train Name		Terminated	20170213-b Terminated at RWC
Date:	02/21/2017	Train Status	Reason
Train Name		Terminated	20170213-b Turned at RWC and made all local stops southbound
Date:	02/22/2017	Train Status	Reason
Train Name		Terminated	
Date:	03/09/2017	Train Status	Reason
Train Name		Terminated	20170221-a Due to main engine failure

Train Name 207			Train Status Terminated	Reason 20170309-a HEP failure
Date: Train Name 309	03/29/2017		Train Status Terminated	Reason 20170329-a Wheelchair lift failure
Date: Train Name 194	04/06/2017		Train Status Terminated	Reason 20170406-b Terminated at SJD. PAXs accommodated by VTA bus bridge to TAM
Date: Train Name 194	04/12/2017		Train Status Terminated	Reason 20170412-b
Date: Train Name 425	04/16/2017		Train Status Terminated	Reason
Date: Train Name 310	05/02/2017		Train Status Terminated	Reason 20170502-b
Date: Train Name 225	05/08/2017		Train Status Terminated	Reason Engine failure
Date: Train Name 283	05/22/2017		Train Status Annulled	Reason 283/385 combo
Date: Train Name 287			Train Status Annulled	Reason 287/289 combo
Date: Train Name 226	05/30/2017		Train Status Terminated	Reason 20170530-a JPBX-902 automatic brake valve air leak
Date: Train Name 262	05/31/2017		Train Status Terminated	Reason 20170531-a

385	20170531-a	Annulled		
Date:				
Train Name	Reason	Train Status		
134	20170605-b	Terminated		
Date:				
Train Name	Reason	Train Status		
323	20170606-a	Terminated		Terminated MIL due to main engine failure on JPBX912
Date:				
Train Name	Reason	Train Status		
217		Annulled		
Date:				
Train Name	Reason	Train Status		
272		Terminated		
Date:				
Train Name	Reason	Train Status		
207	20170724-b	Terminated		
226		Annulled		
Date:				
Train Name	Reason	Train Status		
329	20170801-a	Terminated		Terminated MIL due to no load/no door green light
Date:				
Train Name	Reason	Train Status		
279		Terminated		
Date:				
Train Name	Reason	Train Status		
	20170817-a	Terminated		terminated due to ruptured air valve

Date:	08/26/2017	Train Status	Terminated	Reason	
Train Name	438	Train Status	Terminated	Reason	20170912-a
Date:	09/12/2017	Train Status	Terminated	Reason	20170919-a Main engine failure
Train Name	155	Train Status	Terminated	Reason	20170926-a 386/284 combo
Date:	09/19/2017	Train Status	Terminated	Reason	20170929-d Intermittent load issue
Train Name	273	Train Status	Terminated	Reason	
Date:	09/26/2017	Train Status	Annulled	Reason	
Train Name	284	Train Status	Annulled	Reason	
Date:	09/29/2017	Train Status	Terminated	Reason	
Train Name	196	Train Status	Terminated	Reason	
Date:	10/05/2017	Train Status	Terminated	Reason	
Train Name	268	Train Status	Annulled	Reason	20171009-a Annulled due to low air pressure CP 4th St
Date:	10/09/2017	Train Status	Annulled	Reason	
Train Name	135	Train Status	Terminated	Reason	20171010-a Terminated BEL due to main engine failure
Date:	10/10/2017	Train Status	Terminated	Reason	
Train Name	237	Train Status	Terminated	Reason	
Date:	10/12/2017	Train Status	Terminated	Reason	
Train Name	237	Train Status	Terminated	Reason	

Date:	10/23/2017	Train Status		Reason	
Train Name		Terminated		20171023-a	Terminated due to no load
226		Terminated		20171023-f	
257		Annulled		20171023-f	due to equipment shortage
Date:	10/25/2017	Train Status		Reason	
Train Name		Terminated		20171025-a	Fire aboard the JPBX-906. Train 262 accommodated PAX service to SJD.
360		Terminated			
Date:	11/10/2017	Train Status		Reason	
Train Name		Terminated			
217		Terminated			
Date:	11/13/2017	Train Status		Reason	
Train Name		Terminated		20171113-a	Terminated due to engine failure
309		Terminated			
Date:	12/11/2017	Train Status		Reason	
Train Name		Terminated		20171211-a	Bus bridge SMR to GIL
268		Terminated		20171211-a	Bus bridge SMR to GIL
274		Terminated			
Date:	12/12/2017	Train Status		Reason	
Train Name		Annulled		20171212-b	JPBX902 would not recover from penalty application
287		Annulled			
Date:	12/18/2017	Train Status		Reason	
Train Name		Terminated		20171218-c	main engine failure
193		Terminated			
Date:	12/27/2017	Train Status		Reason	
Train Name		Annulled		20171227-a	Main engine failure
262		Annulled			

Date: Train Name 138	01/11/2018	Train Status Terminated	Reason
Date: Train Name	01/17/2018	Train Status	Reason
Date: Train Name 135	01/30/2018	Train Status Terminated	Reason
Date: Train Name 237	01/31/2018	Train Status Terminated	Reason 20180131-b
Date: Train Name 207	02/05/2018	Train Status Terminated	Reason
Date: Train Name 804	02/10/2018	Train Status Terminated	Reason
Date: Train Name 386	02/12/2018	Train Status Terminated	Reason 20180212-a Vehicle strike at Charleston Rd. MP 33.20
Date: Train Name 376	03/20/2018	Train Status Terminated	Reason 20180320-b Mechanical failure MILL
Date: Train Name 104	03/27/2018	Train Status Terminated	Reason 20180327-a
Date: Train Name 102	03/28/2018	Train Status Terminated	Reason Unable to get a load

Date:	04/01/2018	Train Name		Train Status		Reason	
439		Terminated		Terminated		20180401-a Oil leak on the JPBX925	
Date:	04/04/2018	Train Name		Train Status		Reason	
277		Annulled		Annulled		20180404-a JPBX-906 could not get air. Running 277 and 279 combo	
375		Terminated		Terminated		20180404-b JPBX-910 could not get a load. 381 accommodating PAX with Service to SFK	
Date:	04/05/2018	Train Name		Train Status		Reason	
101		Terminated		Terminated			
Date:	04/07/2018	Train Name		Train Status		Reason	
801		Terminated		Terminated			
Date:	04/09/2018	Train Name		Train Status		Reason	
193		Terminated		Terminated			
Date:	04/23/2018	Train Name		Train Status		Reason	
305		Annulled		Annulled			
Date:	04/24/2018	Train Name		Train Status		Reason	
263		Annulled		Annulled		20180424-a Lost power in cab car 4021	
Date:	05/04/2018	Train Name		Train Status		Reason	
375		Terminated		Terminated		20180504-a Terminated due to HEP failure. PAX accommodated by 277	
Date:	05/21/2018	Train Name		Train Status		Reason	
287		Annulled		Annulled		20180521-a 289 accommodated 287 PAX	
366		Terminated		Terminated		20180521-a Main engine failure. 264 accommodated 366 PAX	

Date:	05/23/2018	Train Status	Terminated	Reason	20180523-a Unable to get a load
Train Name	329				
Date:	05/31/2018	Train Status	Terminated	Reason	20180531-a No power unable to resolve
Train Name	289				
Date:	06/01/2018	Train Status	Annulled	Reason	20180601-a Door failure car 3862. Unable to resolve
Train Name	365				
Date:	06/04/2018	Train Status	Terminated	Reason	No load
Train Name	226		Annulled		20180604-b 289 accommodated 287 PAX
Date:	06/06/2018	Train Status	Terminated	Reason	20180606-a Terminated due to no load
Train Name	287				
Date:	06/18/2018	Train Status	Terminated	Reason	20180618-a Ground relay causing no load at MIL
Train Name	233				
Date:	07/05/2018	Train Status	Terminated	Reason	20180705-a Main Engine Failure
Train Name	366				
Date:	07/10/2018	Train Status	Terminated	Reason	
Train Name	104				
Date:	07/16/2018	Train Status	Terminated	Reason	20180716-b Main engine failure
Train Name	313				
Date:					
Train Name	289				

Date:	07/19/2018	Train Status	Terminated	Reason	20180719-c
Train Name	104	Train Status	Terminated	Reason	20180724-b Loss of power
Date:	07/24/2018	Train Status	Terminated	Reason	20180727-b Mechanical issue unable to troubleshoot
Train Name	227	Train Status	Terminated	Reason	20180802-a WCL failure. PAX accommodated by DH257
Date:	07/27/2018	Train Status	Terminated	Reason	20180808-a WCL broke and unable to stow properly
Train Name	191	Train Status	Terminated	Reason	20180813-a Unable to regain load
Date:	08/02/2018	Train Status	Terminated	Reason	
Train Name	146	Train Status	Terminated	Reason	
Date:	08/08/2018	Train Status	Terminated	Reason	
Train Name	151	Train Status	Terminated	Reason	
Date:	08/13/2018	Train Status	Terminated	Reason	
Train Name	273	Train Status	Terminated	Reason	
Date:	08/22/2018	Train Status	Terminated	Reason	
Train Name	142	Train Status	Terminated	Reason	
Date:	09/04/2018	Train Status	Terminated	Reason	20180904-a Terminated due to ABV failure
Train Name	305	Train Status	Terminated	Reason	20180905-a Terminated due to no load
Date:	09/05/2018	Train Status	Terminated	Reason	20180905-a Annulled
Train Name	207	Train Status	Annulled	Reason	
Train Name	222	Train Status	Annulled	Reason	

Date:	09/12/2018	Train Status	Terminated	Reason	20180912-a Terminated due to engine failure
Train Name	267	Train Status	Terminated	Reason	
Date:	09/18/2018	Train Status	Terminated	Reason	
Train Name	159	Train Status	Terminated	Reason	
Date:	09/26/2018	Train Status	Terminated	Reason	
Train Name	155	Train Status	Terminated	Reason	
Date:	10/08/2018	Train Status	Terminated	Reason	
Train Name	155	Train Status	Terminated	Reason	
Date:	10/11/2018	Train Status	Terminated	Reason	
Train Name	155	Train Status	Terminated	Reason	
Date:	10/17/2018	Train Status	Terminated	Reason	
Train Name	258	Train Status	Terminated	Reason	
Date:	10/23/2018	Train Status	Terminated	Reason	
Train Name	254	Train Status	Terminated	Reason	20181023-a
Date:	11/05/2018	Train Status	Annulled	Reason	20181105-a Annulled due to losing HEP departing CEMOF
Train Name	313	Train Status	Annulled	Reason	
Date:	11/06/2018	Train Status	Terminated	Reason	
Train Name	310	Train Status	Terminated	Reason	
Date:	11/29/2018	Train Status	Terminated	Reason	
Train Name	212	Train Status	Terminated	Reason	

310	Date:	12/07/2018	Terminated	20181129-a	Terminated due to multiple wheel slips
323	Train Name		Train Status	Reason	
	Date:	12/19/2018	Terminated		
215	Train Name		Train Status	Reason	
289	Date:	01/11/2019	Annulled	20181219-a	
	Train Name		Terminated		
215	Date:	01/30/2019	Train Status	Reason	
	Train Name		Annulled	20190111-a	
134	Date:	02/12/2019	Train Status	Reason	
	Train Name		Terminated	20190130-a	
237	Date:	02/13/2019	Train Status	Reason	
	Train Name		Terminated	20190212-a	
272	Date:	02/18/2019	Train Status	Reason	
	Train Name		Terminated	20190213-b	Main engine failure
436	Date:	02/26/2019	Train Status	Reason	
	Train Name		Terminated		
273	Date:	02/28/2019	Train Status	Reason	
	Train Name		Annulled	20190226-a	Annulled due to DH 152 derailment
274	Date:		Train Status	Reason	
	Train Name		Terminated		

Date:	03/04/2019	Train Status	Annulled	Reason	20190304-a Annulled due to no load
Train Name	207	Train Status	Annulled	Reason	
Date:	03/05/2019	Train Status	Terminated	Reason	
Train Name	195	Train Status	Terminated	Reason	
Date:	03/14/2019	Train Status	Terminated	Reason	20190313-a Terminated due to mechanical failure
Train Name	237	Train Status	Terminated	Reason	
Date:	03/15/2019	Train Status	Terminated	Reason	20190315-a
Train Name	217	Train Status	Terminated	Reason	
Date:	03/18/2019	Train Status	Terminated	Reason	
Train Name	283	Train Status	Terminated	Reason	
Date:	04/03/2019	Train Status	Terminated	Reason	20190403-a Terminated due to mechanical issues
Train Name	309	Train Status	Terminated	Reason	
Date:	04/10/2019	Train Status	Terminated	Reason	
Train Name	278	Train Status	Terminated	Reason	
Date:	04/17/2019	Train Status	Terminated	Reason	
Train Name	273	Train Status	Terminated	Reason	
Date:	04/22/2019	Train Status	Terminated	Reason	
Train Name	274	Train Status	Terminated	Reason	
Date:	04/27/2019	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	

Train Name 423			Train Status Terminated	Reason 20190427-a Terminated due to no load
Date:	05/10/2019			
Train Name			Train Status	Reason
Date:	05/22/2019			
Train Name 103			Train Status Annulled	Reason 20190522-a Annulled due to ABV failure
Date:	05/31/2019			
Train Name 193			Train Status Terminated	Reason 20190531-b Terminated due to main engine failure
Date:	06/04/2019			
Train Name 269			Train Status Terminated	Reason 20190604-b HEP failure
Date:	06/10/2019			
Train Name 365			Train Status Terminated	Reason 20190610-a Terminated due to low water alarms and HEP failure
Date:	06/21/2019			
Train Name 268			Train Status Terminated	Reason 20190621-a HEP failure. Engr unable to recover
Date:	06/23/2019			
Train Name 435			Train Status Terminated	Reason 20190623-a alarms and no load
Date:	07/12/2019			
Train Name			Train Status	Reason
Date:	07/21/2019			
Train Name 432			Train Status Terminated	Reason 20190721-a Engr No load

Date:	07/22/2019	Train Status		Reason	
Train Name		Train Status	Terminated	Reason	20190801-a Terminate due to no load/no door green light
Date:	08/01/2019	Train Status	Terminated	Reason	20190807-a No load
Train Name		Train Status	Annulled	Reason	20190812-a Annulled due to no power/no load and penalty applications
Date:	08/07/2019	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	
Date:	08/12/2019	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	
Date:	08/13/2019	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	
Date:	08/29/2019	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	
Date:	09/16/2019	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	
Date:	10/01/2019	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	
Date:	10/11/2019	Train Status	Terminated	Reason	
Train Name		Train Status	Terminated	Reason	20191011-a HEP failure

Date:	10/31/2019	Train Status	Terminated	Reason	
Train Name	269	Train Status	Terminated	Reason	
Date:	11/15/2019	Train Status	Terminated	Reason	
Train Name	287	Train Status	Terminated	Reason	20191122-b Main engine failure
Date:	12/02/2019	Train Status	Annulled	Reason	
Train Name	215	Train Status	Terminated	Reason	20191202-d Engr reported main engine failure and unable to reset
Date:	12/04/2019	Train Status	Terminated	Reason	
Train Name	274	Train Status	Terminated	Reason	
Date:	12/19/2019	Train Status	Terminated	Reason	
Train Name	385	Train Status	Terminated	Reason	20191219-a Terminated due to brake failure
Date:	12/24/2019	Train Status	Terminated	Reason	
Train Name	263	Train Status	Terminated	Reason	Engr reported no load and unable to reset
Date:	01/14/2020	Train Status	Annulled	Reason	
Train Name	232	Train Status	Terminated	Reason	20200114-b Annulled due to shortage of crew and equipment
Date:	02/07/2020	Train Status	Terminated	Reason	20200114-a Terminated due to engine failure
Train Name	206	Train Status	Terminated	Reason	20200207-a Terminated due to main engine failure

Date:	02/10/2020	Train Status	Terminated	Reason	20200210-a Terminated due to air leak on car 3824. PAX accommodated by 288
Train Name	284	Train Status	Terminated	Reason	20200213-a Terminated due to no load on JPBX912
Date:	02/13/2020	Train Status	Terminated	Reason	20200214-a No load
Train Name	212	Train Status	Terminated	Reason	20200218-a
Date:	02/14/2020	Train Status	Terminated	Reason	20200218-a
Train Name	263	Train Status	Terminated	Reason	20200218-a
Date:	02/18/2020	Train Status	Terminated	Reason	20200218-a
Train Name	104	Train Status	Terminated	Reason	20200226-a Terminated due to mechanical failure from debris strike
Date:	02/26/2020	Train Status	Terminated	Reason	20200226-c Mechanical failure
Train Name	206	Train Status	Terminated	Reason	
Date:	03/11/2020	Train Status	Terminated	Reason	
Train Name	208	Train Status	Terminated	Reason	
Date:	04/29/2020	Train Status	Terminated	Reason	20200429-a Terminated due to main engine failure. PAX accommodated by train 152. PAX accrued -61" upon ar
Train Name	310	Train Status	Terminated	Reason	
Date:	05/07/2020	Train Status	Terminated	Reason	
Train Name	134	Train Status	Terminated	Reason	
Date:	05/08/2020	Train Status	Terminated	Reason	
Train Name	269	Train Status	Terminated	Reason	
Date:		Train Status	Terminated	Reason	
Train Name	150	Train Status	Terminated	Reason	
Date:		Train Status	Terminated	Reason	
Train Name	193	Train Status	Terminated	Reason	
Date:		Train Status	Terminated	Reason	

Train Name 138		Train Status Terminated	Reason 20200508-a Terminated due to mechanical failure
Date: 142	06/12/2020	Train Status Terminated	Reason
Date: 227	06/23/2020	Train Status Annulled	Reason 20200623-a Annulled due to HEP failure on the JPBX901 equipment and engine failure on the JPBX928 equipme
Date: 215	06/24/2020	Train Status Terminated	Reason 20200624-a broken brake pipe
Date: 101	07/03/2020	Train Status Terminated	Reason 20200703-a Terminated due to no load. PAX accommodated by 103. PAX accrued -34" upon arrival to SFK on 1
Date: 133	07/07/2020	Train Status Terminated	Reason 20200707-a UDE
Date: 271	07/17/2020	Train Status	Reason
Date: 155	07/24/2020	Train Status Terminated	Reason 20200724-b
Date: 134	07/29/2020	Train Status Terminated	Reason
Date: 215	08/04/2020	Train Status Annulled Terminated	Reason 20200804-a 20200804-a

Date:	08/05/2020	Train Status	Terminated	Reason	20200805-a
Train Name	226	Train Status	Terminated	Reason	Mechanical failure
Date:	08/21/2020	Train Status	Terminated	Reason	Mechanical failure
Train Name	179	Train Status	Terminated	Reason	Mechanical failure
Date:	09/01/2020	Train Status	Terminated	Reason	Mechanical failure
Train Name	271	Train Status	Terminated	Reason	Mechanical failure
Date:	09/03/2020	Train Status	Terminated	Reason	20200903-a
Train Name	101	Train Status	Terminated	Reason	20200904-a
Date:	09/04/2020	Train Status	Terminated	Reason	20200904-a
Train Name	227	Train Status	Terminated	Reason	20200918-a
Date:	09/18/2020	Train Status	Terminated	Reason	Terminated due to no load. PAX accommodated by 261. PAX accrued # upon arrival to SFK on 261
Train Name	159	Train Status	Terminated	Reason	20201029-a
Date:	10/29/2020	Train Status	Terminated	Reason	Unable to build air
Train Name	123	Train Status	Terminated	Reason	20201102-a
Date:	11/02/2020	Train Status	Terminated	Reason	Mechanical
Train Name	205	Train Status	Terminated	Reason	Mechanical
Date:	11/05/2020	Train Status	Terminated	Reason	Mechanical
Train Name	155	Train Status	Terminated	Reason	Mechanical
Date:	11/20/2020	Train Status	Terminated	Reason	Mechanical
Train Name		Train Status	Terminated	Reason	Mechanical

159
Date:
Train Name
271
Date:
Train Name
425
Date:
Train Name
281
Date:
Train Name

1/25/2020
1/28/2020
12/04/2020
12/08/2020

Terminated
Train Status
Terminated
Train Status
Terminated
Train Status
Terminated
Train Status

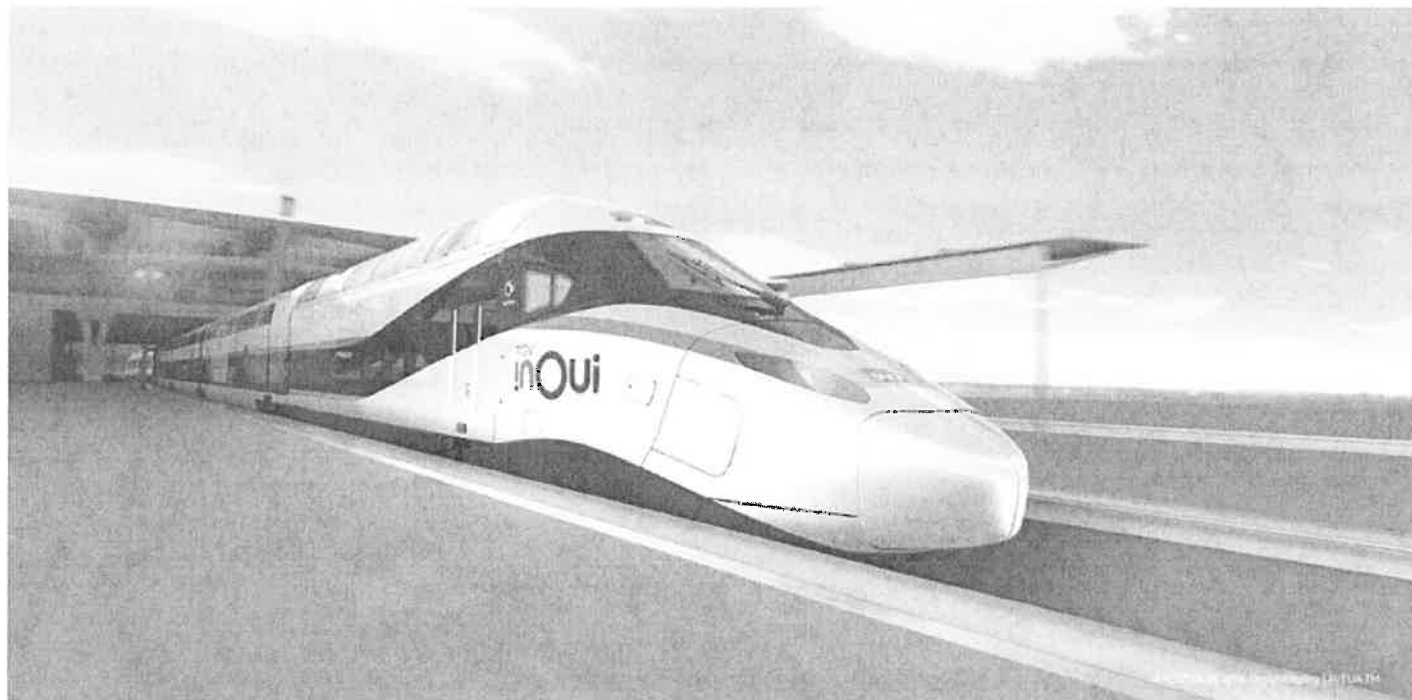
Reason
20201125-b
Reason
Mechanical failure
Reason
Mechanical
Reason

The Cheaper, Greener Future of France's High-Speed Trains

Take a look at the trains that will modernize France's rail fleet and prepare the national provider to take on its first-ever competitors.

By [Feargus O'Sullivan](#)

February 26, 2019, 9:01 AM PST



A rendering of Alstom's Avelia Horizon, also known as the TGV 2020. *Alstom*

While high-speed trains are struggling to gain a foothold in some parts of the world (looking at you, [California](#)), France's superfast rail services are looking at a very active, more competitive future.

Just this month, national carrier SNCF launched the prototype for a [brand new TGV \(Train a Grande Vitesse\)](#) model, which will be cheaper and require less energy than existing engines. Due to start service in 2023, these new trains will ultimately form part of an entirely new 100-train fleet.

That will give France the most modern high-speed fleet in the world, and the trains will arrive during a critical period for the country’s rail systems. In 2021, France will be trying something completely new with its high-speed services. For the first time, rival companies will be allowed to vie with SNCF, competing with the national provider on major routes.

SNCF’s new trains should help it meet the challenge posed by new competitors. Simply called the TGV 2020, these trains offer some clear improvements, as illustrated in the video above. For a start, the train’s shorter engine (59 feet instead of the current 72) opens up as much as 20 percent more space for passengers (740, as opposed to the current 556), while also delivering a high maximum speed of 220 miles per hour.

<p>More from</p> <p>Want to Get Vaccinated in NYC? Try Living on the Upper East Side</p> <hr/> <p>Federal Courts Keep Chipping Away at the CDC Eviction Moratorium</p> <hr/> <p>How Biden Can Build Back Better by Investing in Homes</p> <hr/> <p>What Happened to Pickup Trucks?</p>
--

In its double-decker carriages, moving around by wheelchair will be far smoother, thanks to platforms that can lift and rotate at the end of each wagon. Elements inside the train cars will be highly modular, allowing for different configurations of seating and amenities. Windows will be 10 percent larger, while the buffet car is now a double-height affair, overlooked by galleried table seating. Meanwhile, 97 percent of the materials used in the train are recyclable.

The real change, however, is cost. These new trains will be 20 percent cheaper than previous models, a snip at €25 million (\$28.4 million) per train, instead of the current €30 million. At the same time, they will consume 20 percent less energy, with most of the savings coming from a regenerative braking system that channels more of the train’s braking energy back into electricity to power the train.

These cost reductions aren’t just a good thing in general; they’re arguably essential, and should help SNCF survive the introduction of high-speed competition in 2021. Since 1937, SNCF has

enjoyed a monopoly on all French rail services, a state of affairs allowed because rail travel is a public service. This situation has been gradually changing since 1997, when SNCF was divided into one company that manages transit, and another that manages tracks. Starting in 2021, other companies will be allowed to run competing high-speed services. Regular regional train services will remain monopolies, but regions will be allowed to decide for themselves which train company they would like to grant the monopoly to, meaning that SNCF may not be the company that's chosen.

That doesn't necessarily mean an end to SNCF's dominance of high-speed rail. As things stand, most TGV lines don't turn a profit but are made feasible by subsidies, paid by a state that clearly sees the economic advantages of an extensive high-speed network. Competitors would either need to make substantial savings on operational costs, or limit themselves to the most lucrative connections, such as the profit-making Paris to Lyon route.

SNCF, meanwhile, has a head start to prepare for this change, and it's taking full advantage. In 2013, it launched Ouigo, a cheaper high-speed alternative to its regular TGV services that uses suburban stations, where platform fees are lower. The new services were a game changer in a country where the TGV was developing a reputation as transit primarily for the wealthy. Last year, SNCF's regular TGV service also got a rebrand, as a now clearly separate service called InOui. It's not a great name—it sounds a lot like *ennui*, that French term whose meaning vacillates between boredom and despair—but the objective is clear enough. Passengers planning a high-speed journey can now clearly differentiate between the cheaper option and the more convenient one, and can straightforwardly ask themselves “Shall we take a Ouigo or an InOui?”

This is a period of rapid change for French rail, so it's doubly impressive that the country has committed to revamping its TGV service. New trains aren't the sum total of this: The country further expanded its high-speed network last autumn, and a new line shadowing the Mediterranean coast is currently under preparation, too.

It isn't presently clear exactly which company will run high-speed services where in the near future, but the country's new trains and new routes show that confidence in high-speed rail is still running strong.

CORRECTION: An earlier version of this article said TGV 2020 trains will use less fuel than their predecessors. The trains, which are electric, will use less energy, but do not use fuel.



Feargus O'Sullivan is a writer for CityLab in London, focused on European infrastructure, design and urban governance.

[@FeargusOSull](#)

In this article

ALO

ALSTOM

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Givens, Patrice

From: Dana Gabbard <dgabbard@hotmail.com>
Sent: Wednesday, March 03, 2021 2:43 AM
To: cacsecretary [@caltrain.com]
Subject: A few questions

I am researching for the Rail Users' Network [railusers.net] a directory of citizen advisory councils for agencies in the United States that operate passenger rail.

The website for the Caltrain Citizens Advisory Committee answered most of my questions. Here are the few things I would appreciate clarification on:

When was the Committee established?

Is there an authority (like state legislation or joint board motion) that is the authority the Committee operates under?

The selection process is vague as to who does it. Does staff do so or the various counties being represented? Does the Board approve the appointments?

Thank you.

[Get Outlook for Android](#)

ATTENTION: This email came from an external source.

Do not open attachments or click on links from unknown senders.

Givens, Patrice

From: Seamans, Dora
Sent: Wednesday, March 03, 2021 8:03 AM
To: Givens, Patrice; cacsecretary [@caltrain.com]; Wong, Shirley
Subject: RE: A few questions

Hi Patrice – by way of this email I’m including Shirley to take a first step at researching/checking our Rules of Procedure and legislation for answers to share with me for review first and then we can send back a response to you and her.

Shirley – please treat it like a PRA and log it, etc.

Thanks,

Dora

From: Givens, Patrice <givensp@samtrans.com> **On Behalf Of** cacsecretary [@caltrain.com]
Sent: Wednesday, March 3, 2021 7:59 AM
To: Seamans, Dora <SeamansD@samtrans.com>
Subject: FW: A few questions

Hi Dora,

I’m not sure who the proper person would be to respond. Thanks for any help you can provide.

Patrice

From: Dana Gabbard [<mailto:dgabbard@hotmail.com>]
Sent: Wednesday, March 03, 2021 2:43 AM
To: cacsecretary [@caltrain.com]
Subject: A few questions

I am researching for the Rail Users' Network [railusers.net] a directory of citizen advisory councils for agencies in the United States that operate passenger rail.

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The selection process is vague as to who does it. Does staff do so or the various counties being represented?
Does the Board approve the appointments?

Thank you.

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Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, March 04, 2021 3:26 AM
To: Board (@caltrain.com)
Cc: Baitao, Elaine [board.secretary@vta.org]; MTC Info; cacsecretary [@caltrain.com]; Public Comment
Subject: Item 3 General Public Comment Gilroy Caltrain parking lot

Dear Chair Davis,

Further to the recent release of a Mineta Transportation Institute (MTI) research paper which compared transit ridership increases generated by TOD vs. parking spaces (<https://transweb.sjsu.edu/research/1820-TOD-Park-Ride>),



TOD and Park-and-Ride: Which is Appropriate Where? | Mineta Transportation Institute

JOHN S. NILES John Niles is Founder and President of Global Telernatics, a policy research consultancy based in Seattle that focuses on designing policies and actions for transportation improvement. As a Research Associate at Mineta Transportation Institute he has led team studies on transit oriented development, urban freight mobility planning, bus rapid transit, and park-and-ride productivity ...

transweb.sjsu.edu

please direct staff to initiate negotiations to purchase the Gilroy Caltrain parking lot from the VTA (<https://www.vta.org/projects/gilroy-transit-center-transit-oriented-development>)

Gilroy Transit Center Transit Oriented Development | VTA

The Gilroy Transit Center is a 7.8-acre property located at Monterey Highway and 7th Street in Gilroy, California. This property currently serves as a Park & Ride Lot for Caltrain and VTA bus passengers. This land has the potential for mixed-use Transit-Oriented Development (TOD). Projects that are transit-oriented allow people to live and work near public transportation, which helps clear the ...

www.vta.org

Background

The 2019 Deutsche Bahn Early Train Operator (ETO) report estimated 10,000 passengers (a **50x increase**) on day one of electrified service to Gilroy with an expected parking demand for 860 spaces [https://hsr.ca.gov/docs/about/legislative affairs/Central Valley and Peninsula Corridors Operations Financial Plan Study.pdf](https://hsr.ca.gov/docs/about/legislative%20affairs/Central%20Valley%20and%20Peninsula%20Corridors%20Operations%20Financial%20Plan%20Study.pdf) (Section 19.3.2 Base Metric Drivers on Page 205 of 232)

CALIFORNIA HIGH SPEED RAIL EARLY TRAIN OPERATOR

Revision Log . Revision Date of Release Description of Changes . 1 May 1. st, 2019 . Initial release . Document ID:
ETO_MGM_Central Valley and Peninsula Corridors Operations Financial Plan Confidential and Proprietary

hsr.ca.gov

Funding

The attached slide shows that there is currently \$4.8M in 2016 Measure B funds available for the acquisition of this parcel. There may be additional 2016 Measure B funds available because the **VTA misappropriated approximately \$4.5M of 2016 Measure B funds dedicated to Caltrain Corridor Capacity enhancements for the mid-life diesel overhauls** which should have been funded by 2000 Measure A.

Thank you in advance for your urgent attention to this matter.

Roland Lebrun.

CC

MTC Commissioners
VTA Board of Directors
Caltrain CAC
VTA CAC

Givens, Patrice

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, March 04, 2021 1:48 PM
To: Board (@caltrain.com)
Cc: MTC Info; SFCTA Board Secretary; Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; cacsecretary [@caltrain.com]
Subject: Caltrain "Ad Hoc" Committees

Dear Chair Davis,

Please provide the following information pursuant to Government Code §6250 et seq.:

- Complete list of Caltrain "Ad Hoc" Committees
- Name of entity/individual(s) responsible for establishing each "Ad Hoc" Committee
- Board resolution(s) establishing each "Ad Hoc" Committee
- Roster on each "Ad Hoc" committee
- Copies of agendas, minutes and recordings for each "Ad Hoc" committee
- A legal opinion by independent counsel on the legality of the exemption of these "Ad Hoc" Committees from the Brown Act.

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

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
VTA Board
SFCTA CAC
Caltrain CAC
VTA CAC

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Givens, Patrice

From: Board (@caltrain.com)
Sent: Friday, March 05, 2021 2:30 PM
To: 'Roland Lebrun'; Board (@caltrain.com)
Cc: MTC Info; SFCTA Board Secretary; Baltao, Elaine [board.secretary@vta.org]; SFCTA CAC; cacsecretary [@caltrain.com]; Davis, Dev [dev.davis@sanjoseca.gov]; Groen, Maryanne [Maryanne.groen@sanjoseca.gov]; Moua, Louansee [Louansee.Moua@sanjoseca.gov]
Subject: Confirmed receipt RE: Caltrain "Ad Hoc" Committees

Dear Mr. LeBrun – this email is to confirm receipt of your records request received on 03/04/2021 for a Complete list of Caltrain "Ad Hoc" Committees; Name of entity/individual(s) responsible for establishing each "Ad Hoc" Committee; Board resolution(s) establishing each "Ad Hoc" Committee; Roster on each "Ad Hoc" committee; Copies of agendas, minutes and recordings for each "Ad Hoc" committee; A legal opinion by independent counsel on the legality of the exemption of these "Ad Hoc" Committees from the Brown Act.

We will produce any responsive records that are neither privileged nor exempt from disclosure by the California Public Records Act. We will work reasonably and diligently to determine if the District has responsive records, and will provide those records to you promptly, with document production occurring on a rolling basis as needed. However, we are sure that you will understand that the COVID-19 pandemic has caused staff-time shortages and put inordinate stress on all District functions. Due to the requirements set forth in California's Executive Order No. 33-20, it may therefore reasonably take some time to collect and appropriately review records prior to disclosure. We will provide you a status update as to your request as soon as possible.

Best,
Dora Seamans
Executive Officer/District Secretary

From: Roland Lebrun <ccss@msn.com>
Sent: Thursday, March 4, 2021 1:48 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: MTC Info <info@bayareametro.gov>; SFCTA Board Secretary <clerk@sfcta.org>; Baltao, Elaine [board.secretary@vta.org] <board.secretary@vta.org>; SFCTA CAC <cac@sfcta.org>; cacsecretary [@caltrain.com] <cacsecretary@caltrain.com>
Subject: Caltrain "Ad Hoc" Committees

Dear Chair Davis,

Please provide the following information pursuant to Government Code §6250 et seq.:

- Complete list of Caltrain "Ad Hoc" Committees
- Name of entity/individual(s) responsible for establishing each "Ad Hoc" Committee
- Board resolution(s) establishing each "Ad Hoc" Committee
- Roster on each "Ad Hoc" committee
- Copies of agendas, minutes and recordings for each "Ad Hoc" committee
- A legal opinion by independent counsel on the legality of the exemption of these "Ad Hoc" Committees from the Brown Act.

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

Givens, Patrice

From: Lily Madjus Wu <Lmadjuswu@tjpa.org>
Sent: Tuesday, March 09, 2021 6:12 PM
To: jesse.koehler@sfcta.org
Cc: ccss@msn.com; info@mtc.ca.gov; boardmembers@hsr.ca.gov; Board (@caltrain.com); Nila Gonzales; SFCTA CAC; cacsecretary [@caltrain.com]; TJPA CAC
Subject: FW: Public Comment: SFCTA Board 01.26.21 - item #8 Downtown Rail Extension
Attachments: FINAL 022421_LeBrun_Response.pdf

Thank you for the email response to Mr. Lebrun, Jesse.

Thanks,
Im

Lily Madjus Wu
Communications and Legislative Affairs Manager
Transbay Joint Powers Authority
425 Mission Street, Suite 250
San Francisco, CA 94105
Lmadjuswu@tjpa.org
415-597-4039
www.tjpa.org

 Please consider the environment before printing this message.

From: Jesse Koehler <jesse.koehler@sfcta.org>
Sent: Tuesday, March 9, 2021 10:16 AM
To: Lily Madjus Wu <Lmadjuswu@tjpa.org>; Nila Gonzales <ngonzales@tjpa.org>
Cc: Stephen Polechronis <stephen.polechronis@sftunnelteam.com>
Subject: Fwd: Public Comment: SFCTA Board 01.26.21 - item #8 Downtown Rail Extension

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----- Forwarded message -----

From: Britney Milton <britney.milton@sfcta.org>
Date: Mon, Mar 8, 2021 at 9:26 PM
Subject: Re: Public Comment: SFCTA Board 01.26.21 - item #8 Downtown Rail Extension
To: Roland Lebrun <ccss@msn.com>
Cc: Jesse Koehler <jesse.koehler@sfcta.org>, Stephen Polechronis <stephen.polechronis@sftunnelteam.com>

Dear Mr. LeBrun:

Thank you for your correspondence to the SFCTA regarding the Downtown Rail Extension (DTX) project. Enclosed, please find a memorandum from the Transbay Joint Powers Authority regarding the issues raised in your email of January 25, 2021.

Thank you for your continued interest in the DTX project.

Regards,

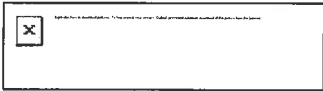
Britney Milton

(she/her/hers)

Clerk of the Transportation Authority

Office: 415-522-4825

britney.milton@sfcta.org



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On Mon, Jan 25, 2021 at 10:50 AM Britney Milton <britney.milton@sfcta.org> wrote:

Good Morning All,

Please see below public comment relating to item #8 on tomorrow's Board agenda + Item #13 on Wednesday's CAC Agenda.

Thank you

Britney Milton

(she/her/hers)

Clerk of the Transportation Authority

Office: 415-522-4825

britney.milton@sfcta.org



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----- Forwarded message -----

From: **Roland Lebrun** <ccss@msn.com>

Date: Mon, Jan 25, 2021 at 2:35 AM

Subject: SFCTA Agenda item #13 Downtown Rail Extension

To: Transportation Authority <clerk@sfcta.org>

Cc: MTC Commission <info@mtc.ca.gov>, CHSRA Board <boardmembers@hsr.ca.gov>, Caltrain Board <board@caltrain.com>, Nila Gonzales <NGonzales@tjpa.org>, SFCTA CAC <cac@sfcta.org>, Caltrain CAC Secretary <cacsecretary@caltrain.com>, TJPA CAC <CAC@tjpa.org>

Dear Chair Mandelman and Commissioners,

While I appreciate the TJPA's consideration of phasing multiple aspects of the project as currently proposed, there has been no progress in the last 20 years addressing the following issues:

- Lack of a plausible connection with the next Transbay crossing (LINK21)
- Lack of a plausible connection with the existing Caltrain tracks at 16th Street
- Lack of a plausible connection with BART and/or MUNI light rail
- Lack of a plausible solution addressing the loss of 50% of the existing train box capacity to the 2nd Street curve and the commensurate loss in potential future Transbay capacity caused by **making it impossible to accommodate full-length (1,400-foot-long) high speed trains across the Bay**
- Lack of a plausible solution eliminating a gigantic crater on 2nd Street and the resulting impacts on adjacent buildings
- **Lack of a plausible solution that would make it possible for Caltrain to vacate the 4th & King railyard**

I therefore believe that now is the last and final call for revisiting the 7th Street alignment to address the above issues as follows:

- Advancing a design connecting the Transit Center to the Embarcadero seawall **without ANY condemnations**
- Restoration of the full 1,500-foot train box capacity without the addition of a \$400M train box extension
- Advancing a design that fully integrates the PAX as an extension of the DTX and eliminates any significant surface impacts north of Townsend Street
- Advancing a 7th Street/UCSF station concept that integrates Caltrain, High Speed Rail, Capitol Corridor and BART connections in a single structure connected via light rail (N & T extensions) to the Arena, the Ballpark, Central SOMA and Chinatown
- Advancing a phased design for the 7th Street station passing tracks (total 4 tracks) to eliminate the need for a third track between Townsend and the Transit Center

Given that a study of the above solutions would be within the City's (not the TJPA's) purview, please consider issuing a change order to the existing PAX initiation contract with a commensurate increase in contract capacity (currently \$1M).

Last but not least, I believe that there is sufficient regional nexus in the above proposal for MTC and/or the High Speed Rail Authority to fully match the existing PAX initiation contract thereby increasing the contract capacity to \$2M-\$3M.

Thank you in advance for your consideration.

Sincerely,

Roland Lebrun

CC

MTC Commissioners
CHSRA Board of Directors
Caltrain Board
TJPA Board of Directors
SFCTA CAC
Caltrain CAC
TJPA CAC

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Memorandum

To Jesse Koehler, Rail Program Manager, SFCTA
From Stephen Polechronis, Interim Project Director, TJPA
Date February 24, 2021
Subject Response to comments to the SFCTA Board of Commissioners by Mr. Roland LeBrun

This memorandum is in response to an email sent to the San Francisco County Transportation Authority (SFCTA) Board members by Mr. Roland LeBrun on January 25, 2021, and public comments made by Mr. LeBrun at the SFCTA Board meeting on January 26, 2021.

Mr. LeBrun has expressed concern that the Transbay Joint Powers Authority (TJPA) has not sufficiently examined connectivity between the Transbay Program Phase 2/Downtown Rail Extension (DTX) project and the following: next Transbay crossing (Link21 program), the Pennsylvania Avenue Extension (PAX), potential development at the Caltrain Fourth and King Station/Railyard, Bay Area Rapid Transit (BART) and/or Muni light rail, and existing Caltrain tracks at 16th Street. Mr. LeBrun has also expressed concern regarding the planned train box extension at the east end of the Salesforce Transit Center and its impacts on future capacity of the station. Lastly, Mr. LeBrun has suggested an alternative alignment concept for the DTX in which a two-track twin-bore tunnel would travel along 7th Street, providing a new underground station at approximately 7th and Berry streets; the alignment would then turn eastward with one tunnel each on Minna and Natoma streets until the alignment intercepts the western wall of the Salesforce Transit Center.

Specifically, in his email of January 25, 2021, Mr. LeBrun states the following:

While I appreciate the TJPA's consideration of phasing multiple aspects of the project as currently proposed, there has been no progress in the last 20 years addressing the following issues:

- 1. Lack of a plausible connection with the next Transbay crossing (LINK21)*
- 2. Lack of a plausible connection with the existing Caltrain tracks at 16th Street*
- 3. Lack of a plausible connection with BART and/or MUNI light rail*
- 4. Lack of a plausible solution addressing the loss of 50% of the existing train box capacity to the 2nd Street curve and the commensurate loss in potential future Transbay capacity caused by making it impossible to accommodate full-length (1,400-foot-long) high speed trains across the Bay*
- 5. Lack of a plausible solution eliminating a gigantic crater on 2nd Street and the resulting impacts on adjacent buildings*
- 6. Lack of a plausible solution that would make it possible for Caltrain to vacate the 4th & King railyard*

I therefore believe that now is the last and final call for revisiting the 7th Street alignment to address the above issues as follows:

- i) *Advancing a design connecting the Transit Center to the Embarcadero seawall without ANY condemnation*
- ii) *Restoration of the full 1,500-foot train box capacity without the addition of a \$400M train box extension*
- iii) *Advancing a design that fully integrates the PAX as an extension of the DTX and eliminates any significant surface impacts north of Townsend Street*
- iv) *Advancing a 7th Street/UCSF station concept that integrates Caltrain, High Speed Rail, Capitol Corridor and BART connections in a single structure connected via light rail (N & T extensions) to the Arena, the Ballpark, Central SOMA and Chinatown.*
- v) *Advancing a phased design for the 7th Street station passing tracks (total 4 tracks) to eliminate the need for a third track between Townsend and the Transit Center*

The TJPA, in coordination with other regional partners, has been working to deliver the Transbay Program by completing the design and construction of the Downtown Rail Extension project. Over the last 17 years, there have been numerous studies and reports developed that respond to items raised by Mr. Lebrun, specifically the Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) finalized in 2018 with the federal government and the Railyard Alignment and Benefits study completed in 2018.

1. Lack of a plausible connection with the next Transbay crossing (Link21)

DTX is planned for future connection to the next Transbay crossing (Link21), which was reviewed through the supplemental environmental process in 2016-18 and noted in the finalized Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR). In the report, it states that a future East Bay connection was been studied to be technically feasible and can be accommodated. Thus, TJPA has been coordinating with the Link21 team (consisting of BART and the Capitol Corridor Joint Powers Authority) over the last year to examine potential connections from the Salesforce Transit Center to the Embarcadero.

The Downtown Rail Extension (DTX) will accommodate several potential routes to the East Bay exiting the east end of Salesforce Transit Center. The TJPA's general engineering consultant (GEC) conducted a study in 2014 to examine potential connections to the East Bay, which was subsequently updated in June 2020. Both studies concluded that an East Bay connection is feasible in multiple configurations from the east end of the train box or from the DTX tunnel, as indicated in Figure 1. The conclusions of the 2014 TJPA study were confirmed in the City of San Francisco Railyard Alternatives and I-280 Boulevard Feasibility (RAB) study.

Mr. LeBrun previously expressed this concern during the TJPA's supplemental environmental process in 2016-18. TJPA staff provided a response in the Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) (pg. 227-228) for the Transbay Program (https://tjpa.org/uploads/2018/11/Vol-2-TJPA-Final-SEIS-EIR-App-A-Part-2_11-18.pdf) noting that a future East Bay connection had been studied, was technically feasible, and could be accommodated.

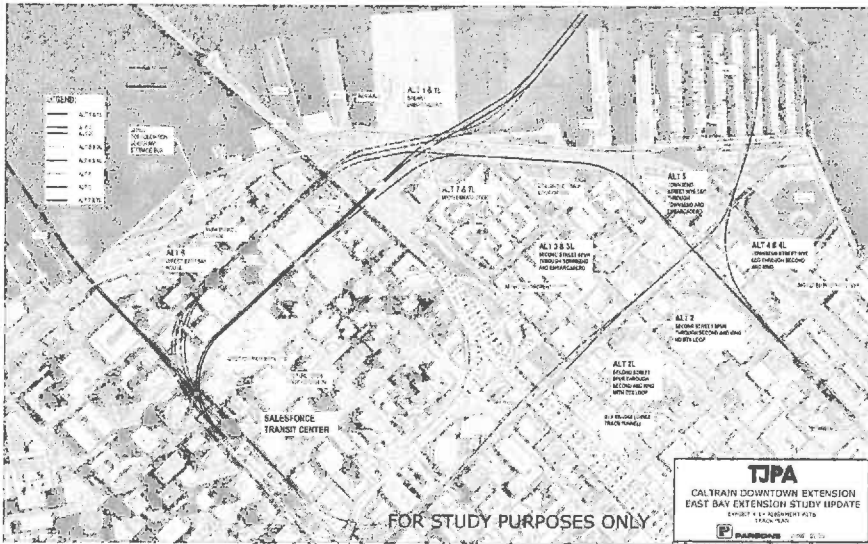


Figure 1. Potential connections to the East Bay from the Salesforce Transit Center from June 2020 memorandum [TJPA 2020]

The TJPA is collaborating with the BART/Capital Corridor Link21 program team, which is responsible for examining potential connections from the Salesforce Transit Center to the Embarcadero. The GEC’s updated memorandum has been shared with the Link21 team during on-going coordination meetings with their staff. The memorandum has also been shared with the DTX Integrated Program Management Team. Link21 program staff made a presentation confirming that an East Bay connection is feasible to the TJPA Citizens Advisory Committee on February 9, 2021.

2. Lack of a plausible connection with the existing Caltrain tracks at 16th Street

The DTX project alignment is planned to connect to the existing Caltrain tracks at 16th Street.

The SEIS/EIR (https://tjpa.org/uploads/2015/12/Vol-1-TJPA-Final-SEIS-EIR_11-18.pdf) and associated Federal Transit Administration (FTA) Record of Decision have environmentally cleared surface trackwork for a turnback track and maintenance-of-way track to connect with existing Caltrain tracks near 16th Street. The trackwork design has been reviewed by both Caltrain and California High-Speed Rail Authority (CHSRA) engineers without issue.

Looking to the future, TJPA has also environmentally cleared a tunnel stub specifically to connect to the future Pennsylvania Avenue Extension (PAX) in the Caltrain right-of-way adjacent to 7th Street. The PAX is being developed by the City to eliminate at-grade crossings south of the DTX. The tunnel stub was included in the SEIS/EIR to facilitate a connection to the PAX project with minimal disruption to Caltrain and high-speed rail services.

Linking the schedules of DTX and PAX, as recommended by Mr. LeBrun, would cause years of delay to DTX. There is no approved PAX tunnel to which the tunnel stub box could connect. PAX is currently in its pre-environmental phase; it would need to undergo environmental review and engineering development, and funding would need to be obtained, all of which would be at a yet-to-

be-defined time in the future. Prior to construction of the PAX, the approved Transbay Program includes a provision for Caltrain and future high-speed trains to transition from at-grade operations to the underground alignment to the Salesforce Transit Center.

3. Lack of a plausible connection with BART and/or Muni light rail

There is a planned connection between the lower concourse level of the Salesforce Transit Center with existing BART/Muni Embarcadero Station mezzanine under Beale Street in the project plan which has been cleared in the 2018 SEIS/EIR.

A BART/Muni pedestrian connector under Beale Street to connect the lower concourse level of the Salesforce Transit Center with existing BART/Muni Embarcadero Station mezzanine has been cleared in the SEIS/EIR (https://tjpa.org/uploads/2015/12/Vol-1-TJPA-Final-SEIS-EIR_11-18.pdf) and associated FTA Record of Decision. Additionally, the Fourth and Townsend Street Station on the DTX alignment, located in the heart of Central South of Market (SoMa), is adjacent to the existing 4th and King Metro Station and the new 4th and Brannan Station on the Muni Central Subway/T Third Line.

4. Lack of a plausible solution addressing the loss of 50% of the existing train box capacity to the 2nd Street curve and the commensurate loss in potential future Transbay capacity caused by making it impossible to accommodate full-length (1,400-foot-long) high speed trains across the Bay

The train box and, indeed, the Salesforce Transit Center capacity will not be impacted by reducing the train box extension. The reduced train box extension will maintain the ability for the transit center to accommodate double-consist CHSRA full-length trains (400 meters) without fouling access to any other platform face.

This design and operating solution would allow the reduced train box extension to only occupy right-of-way already owned by the TJPA, reducing project cost and right-of-way impacts to private property.

The reduction of the train box has been coordinated with and approved by the CHSRA. Since CHSRA plans to sell tickets to individual seats on their trains, seats in any portion of the train that does not rest alongside the platform face would not be sold to passengers boarding or alighting at the Salesforce Transit Center.

5. Lack of a plausible solution eliminating a gigantic crater on 2nd Street and the resulting impacts on adjacent buildings

The environmentally cleared project will not result in a "gigantic crater" on 2nd street during the construction phase of the project. The plan will use a cut-and-cover with decking construction method to minimize impacts to the surface and surrounding businesses.

The goal of the DTX cut-and-cover construction is to minimize impacts to the surface and businesses by progressing excavation support and installing traffic decking in a block-by-block manner while making sure that access to properties and businesses and access for emergency services are maintained.

Once traffic decking is installed, as illustrated in Figure 2, the surface traffic and street configuration will be returned to the pre-construction condition, and the cut-and-cover construction will continue below the decking with negligible surface impacts for the majority of the construction duration. With proper coordination and communication between the DTX project team and the City, the impacts of installing the traffic decking itself can be minimized.

The block-long decking would typically be installed over a weekend starting Friday evening and continuing through Monday morning. We have successfully used this method before. It was used during the construction of the Salesforce Transit Center for the successful installation of temporary bridges on First Street, Fremont Street, and Beale Street and was also used effectively during Bay Bridge closures. This approach has also been successfully deployed in many urban environments including on major thoroughfares, Wilshire Blvd. in Los Angeles and Beverly Hills, 2nd Avenue in New York City, and elsewhere. During the next phase of design, the TJPA will further analyze the mining approaches for the project and continue to balance traffic impacts and cost of construction.

6. Lack of a plausible solution that would make it possible for Caltrain to vacate the 4th & King railyard

The DTX project does not preclude surface or aerial development on the railyard site.

The TJPA is a member agency, along with SFCTA, the Mayor's Office, San Francisco Planning Department, Caltrain, and Prologis (the owner of the Fourth and King Railyard), to a Memorandum of Understanding for the Fourth and King Railyard and participates in monthly meetings to coordinate projects in the vicinity of the railyard, including the potential redevelopment of the yard itself. The Railyards coordination meetings are led by the City Planning Department.



Figure 2: Traffic Decking for the Red Line at Hollywood Blvd./Highland Ave. in Los Angeles

7. Proposed 7th Street alignment

Mr. LeBrun proposes to reach the Salesforce Transit Center along two parallel single-track tunnels starting at a new underground station at approximately 7th and Berry streets and traveling north under 7th Street, turning east under Minna and Natoma streets, respectively, and ultimately entering the underground train box through the already-constructed western wall near Second Street. Mr. LeBrun expressed this concern during the TJPA's supplemental environmental process in 2016-18. TJPA staff provided a response in the SEIS/EIR https://tjpa.org/uploads/2018/11/Vol-2-TJPA-Final-SEIS-EIR-App-A-Part-2_11-18.pdf

In coordination with the Planning Department, TJPA, consultants, and other agencies evaluated a similar alignment as part of the four-year RAB study, drawing upon original analysis from the TJPA DTX work. We have studied the 7th Street alignment in detail and have found it does not warrant further study as it would:

- i) adversely impact existing buildings and infrastructure;
- ii) constrain operations and create safety risks;
- iii) compromise land use and transportation coordination;
- iv) compromise the structural layout of the transit center; and
- v) adversely impact the project's cost, environmental clearance, and schedule

i) **Adverse impacts to other existing buildings and infrastructure**

The proposed 7th Street alignment goes under multiple buildings and will have greater right-of-way impacts than the current DTX alignment, located predominantly in the public right-of-way.

The tunnels for Mr. LeBrun's alignment would pass under Moscone Center, Yerba Buena Gardens, and the San Francisco Museum of Modern Art (SFMOMA). Since much of the Moscone and SFMOMA subsurface structures, including the associated deep pile foundations, are located in the way of the proposed alignment, its construction would be unacceptably disruptive and costly. If the tunnel were taken deeper to avoid conflicts with these structures, the grade coming up to the train box at the transit center after passing under Moscone Center would be 3.5% or more, which exceeds CHSRA's maximum grade. This alignment would not meet CHSRA criteria.

More right-of-way impacts would occur on Minna and Natoma streets as the available public right-of-way on these very narrow streets is not wide enough to accommodate the tunnel envelope, which would require permanent underground easements under buildings along the streets. Additionally, the two curves that would be necessary from 7th Street would impact many more buildings in the transition from 7th Street to Minna and Natoma, respectively. Finally, the wider footprint of the throat structure, to the west of the transit center in Mr. LeBrun's concept, would affect additional properties, requiring demolition of these properties to construct the structure. Additionally, a major AT&T duct bank (which AT&T has stated cannot be relocated) along Second Street in the location of the proposed trackwork would likely require cut-and-cover construction across Second Street. Therefore, there would still be surface disruption on Second Street, only in a different and more expensive location.

Relocating the Fourth and Townsend Street Station further west onto 7th Street, as proposed by Mr. LeBrun, would introduce conflicts with SFPUC facilities in that area, including the Division Street outfall, which provides drainage for the northern portion of San Francisco and cannot be relocated. SFPUC is also currently planning a large sewer that will cross 7th Street near Berry Street (Folsom

Area Stormwater Improvement Project: <https://sfwater.org/index.aspx?page=1223>). This sewer would directly conflict with a station at Mr. LeBrun's suggested location on 7th Street. In addition to conflicts with SFPUC facilities, the fiber-optic backbone for AT&T is in the 7th Street right-of-way near the suggested underground station and would conflict as well. Disruption of this fiber-optic backbone would have economic impacts to residents and businesses throughout San Francisco. In

ii) **Operational constraints and safety risks**

The two single-track tunnels proposed would constrain operations, create safety risks, and pose maintenance challenges.

In February 2018, SFCTA's peer review panel, made up of five construction, operations, and maintenance experts, identified a need for three tracks into and out of the station to allow for anticipated operational inconsistencies without affecting train travel up and down the Peninsula main line (https://tjpa.org/uploads/2018/04/Item15_SFCTA-Peer-Review-of-DTX-Operational-Studies.pdf). This determination of three tracks was not specific to the alignment itself but rather addressed issues associated with trains going in and out of Salesforce Transit Center and the need to absolutely ensure that operations can be maintained even when there are incidents. This additional track would allow for train service to continue if a train were disabled where the tracks enter the station. Mr. LeBrun's concept does not account for this and causes a single point of failure at the west end of the transit center. Furthermore, the proposed alignment would not allow for crossovers between 7th Street and the terminal at 2nd Street, since the inbound and outbound tracks would be a block away from each other. Twin-bore single-track tunnels, as recommended by Mr. LeBrun, fail to achieve the operational flexibility required by Caltrain and CHSRA.

The proposed 7th Street alignment will not save travel time; it does not have a shorter travel time compared to the DTX project which has three sharp curves. In 2007, the TJPA engaged Deutsche Bahn International (DBI) GmbH, the engineering division of the German high-speed rail operator, to peer review the transit center and DTX alignment, configurations, and design criteria in relation to current practice in Europe and elsewhere. The peer review report, prepared by DBI, concluded that "operating speeds on the DTX approach to the transit center are comparable to several major terminals in Europe and do not adversely affect the operation of the transit center."

To meet safety standards for sufficient egress/access, this option would require longer, numerous, and more expensive cross-passages between tunnels or emergency exits/ventilation structures from each tunnel. The cross-passages would likely need to be at least one block long and may necessitate cut-and-cover construction, which would be more disruptive to businesses and circulation than the approved tunnel plans. Because of their length, more of these cross-passages would be needed because the required time for egress would increase dramatically. Locating additional cross-passages would be technically and financially difficult due to the large number of existing buildings with deep foundations and below-grade parking along Mr. LeBrun's proposed alignment. Right-of-way impacts would also be substantial if emergency egress/ventilation structures were selected, as this would require the acquisition and demolition of multiple buildings along the length of Minna and Natoma streets.

iii) Land use – transportation coordination

Relocating a planned Fourth and Townsend Street Station to 7th Street would undermine the planning and land use-transportation coordination at the core of the Central SoMa Plan and the Central Subway alignment.

The proposed location would be three blocks away from the existing connection with the MUNI Light Rail and various bus lines at 4th and Townsend. As currently planned, an escalator at Fourth Street will provide convenient access to the 4th and Brannan Station on the Central Subway from the underground Fourth and Townsend Street Station currently planned for DTX. Mr. LeBrun's proposed alignment would eliminate the connection with the Central Subway, which received \$65 million in high-speed rail connectivity funds toward construction. In addition, the Central SoMa plan upzoned the area based on a train station at Fourth and Townsend streets. Moving the station would require longer walking distances from Caltrain for these higher density neighborhoods, as well as for patrons of Oracle Park, the Chase Center, and passengers in route to/from Chinatown (via Central Subway/T Third Line). Additionally, relocating the Fourth and Townsend Street Station would not eliminate the cut-and-cover construction techniques and the resultant impacts. The ground conditions at 7th and Townsend streets still require cut-and-cover construction.

iv) Structural compromise to the Salesforce Transit Center and impacts to bus operations

This proposal would require demolishing and rebuilding the west end of the brand-new building to accommodate the different approach of the proposed alignment and move the load-bearing elements to another location. This very expensive proposition would have impacts to the whole structure, which in turn would affect bus operations on the bus level of the transit center. The planned construction of the structural box of the transit center's below grade levels as found in the environmentally cleared plan is complete, consistent with the design for the approved DTX alignment.

v) Cost, environmental, and schedule impacts

The assertion that the costs to construct the DTX project could be lowered are unsubstantiated, particularly since both the proposed 7th Street and the environmentally cleared DTX alignment are practically the same length. Given the lack of backup information, it can only be assumed that the costs of the additional right-of-way, the third track, crossover passages in the tunnel, ventilation structures, and the demolition and reconstruction of the west end of the transit center were not included. The Metropolitan Transportation Commission, TJPA, and various City departments along with Caltrain and other agencies have reviewed the DTX costs developed in 2016 (which is being updated) and have deemed them accurate. There is no information to support the assertions Mr. LeBrun puts forth.

Conclusion

In conclusion, changing the DTX alignment to 7th Street would require reopening the approved environmental document, adding years to the project development process, and adding substantial escalation cost to the project. Further, the project planning and environmental studies, as approved by the TJPA Board of Directors and the FTA, the responsible authorities, have concluded that the current alignment is the preferred solution.