# Subject

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<td>$465M amendment to PCEP Capital Budget</td>
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Dear Caltrain Board,

Please find my comments and questions below and consider referring CCOs 253-255 back to the 12/20 Finance and 12/22 WPLP committees for further clarifications and discussions followed by a final recommendation to the full Board at the January meeting: [https://www.caltrain.com/Assets/__Agendas+and+Minutes/12-06-2021+Special+Electrification+Meeting+Agenda+Packet+revised+12-04-2021+approx.+6+pm.pdf](https://www.caltrain.com/Assets/__Agendas+and+Minutes/12-06-2021+Special+Electrification+Meeting+Agenda+Packet+revised+12-04-2021+approx.+6+pm.pdf)

1. **2-Speed Check Solution**

   It is unclear why the JPB should expend $90M to “to provide for the design, construction, and completion of the 2-Speed Check Solution” when considering the following facts:

   - **The JPB never requested FRA type approval for this “solution”** (the only application to the FRA was the January 2020 Two-Speed Check Field TEST Request: [https://www.regulations.gov/document/FRA-2010-0051-0099](https://www.regulations.gov/document/FRA-2010-0051-0099))

   - **The FRA specifically prohibited tests south of the Warm Springs line** “Caltrain may field test its 2SC function on only the track segments identified in FRA’s approval letter—i.e., on Caltrain’s corridor between Milepost (MP) 0.62 and MP 47.51”: [https://calhsr.com/wp-content/uploads/2010/02/47-TCCM-200-B.pdf](https://calhsr.com/wp-content/uploads/2010/02/47-TCCM-200-B.pdf)

   - **The tests were unsuccessful**: a 35-second warning time design resulted in actual 3-minute delays between gate activation and train arrival at the Virginia and Auzerais crossings in south San Jose.

   - **There is no proposal (3-speed check?) for trains operating at speeds in excess of 79 MPH.**

2. **$???M Wireless solution**

   It is unclear why the JPB should allocate “residual Wabtec PTC contract funding” to this project when considering the following facts:

   - The Caltrain CBOSS project was approximately $100M over budget (how can there possibly be any RESIDUAL funding?)

   - The application to the FRA was a **JOINT APPLICATION BY 19 RAILROADS INCLUDING UNION PACIFIC** (why is the JPB funding development for other railroads?)

   - **THE JOINT APPLICATION WAS REJECTED BY THE FRA ON OCTOBER 25**: [https://www.regulations.gov/document/FRA-2010-0051-0113](https://www.regulations.gov/document/FRA-2010-0051-0113)

3. **$50M Shared risk pool**
It is unclear why the JPB should entrust the management of this pool to the same cast of characters responsible for this $462M cost overruns (and the associated 2-year delay) without any oversight by the Board or members of the public.

4. **$13.7M Minor Construction contracts**

   It is unclear why the PCEP budget should include landscaping at the Hillsdale and South San Francisco stations.

Thank you in advance for your consideration of these concerns and for asking staff to provide responses in subcommittee meetings open to the public.

Roland Lebrun

CC

MTC Commission
SFCTA Commissioners
VTA Board
VTA PAC
SFCTA CAC
Caltrain CAC
VTA CAC