



JPB Board of Directors  
Meeting of June 5, 2025

Correspondence as of May 2, 2025

# Subject

1. Item 11 Receive update on Guadalupe River Bridge replacement
2. Croix de CalTrain
3. Evening express trains
4. FW\_ Strong Support for SB 63

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [SFCTA Board Secretary](#); [SFCTA CAC](#); [cacsecretary \(@caltrain.com\)](#)  
**Subject:** Item 11 Receive update on Guadalupe River Bridge replacement  
**Date:** Wednesday, April 30, 2025 5:01:37 PM  
**Attachments:** [Guadalupe River Bridge alternative proposal.pdf](#)  
[Drawing TT-D4004.pdf](#)

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

Dear Chair Heminger and Board members,

Further to my letter of October 10, 2022 which introduced the MT-3 alternative (attached for your convenience), I believe that the first issue that needs addressing is the factually incorrect narrative in the staff report, specifically:

*"This Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT1") and a partial replacement of a southbound bridge (Main Track Bridge 2 or "MT-2")"*

While this may have been an accurate characterization of rail operations between Diridon and Tamien pre-electrification, **this is no longer true** post-electrification because each bridge now supports bi-directional single-track traffic (electrified on the former southbound MT-2 bridge and diesel on the former northbound MT-1 bridge).

The second issue with the staff report is that it completely fails to mention that Union Pacific correctly argued that the MT-1 diesel bridge used by Union Pacific and ACE, while in need of repairs, **DOES NOT REQUIRE A COMPLETE REPLACEMENT.**

## Recommendation

My October 2022 recommendations stand, specifically:

1. **Reject all bids for the Guadalupe River bridge replacement project as currently proposed.**
2. Advance the engineering for the **MT-3** bridge (San Jose to Merced EIR engineering drawing number TT-D4004 attached for your convenience).
3. Solicit bids for the **MT-3** bridge including the **MT-2** to **MT-3** switch and the extension of **MT-3** to Tamien platform #2.
4. **Reach out to Union Pacific and ask them to assume responsibility for the repairs to the MT-1 diesel bridge after Caltrain electrified single-tracking has been relocated to the new MT-3 bridge.**

This approach will make it possible to de-energize the MT-2 electrified bridge while Union

Pacific repairs the MT-1 diesel bridge and full bi-directional electrified operations between Diridon and Tamien will be restored once Union Pacific completes the MT-1 diesel bridge repairs.

Respectfully presented for your consideration.

Roland Lebrun

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**From:** Roland Lebrun

**Sent:** Tuesday, October 4, 2022 1:28 AM

**To:** Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>

**Cc:** SFCTA Board Secretary <clerk@sfcta.org>; SFCTA CAC <cac@sfcta.org>

**Subject:** Caltrain Capital Projects oversight

Dear Chair Mandelman and Commissioners,

The attached letter is intended to substantiate and elaborate on the comments I made at the September 13th SFCTA Board meeting that the Authority and MTC staffs should increase their oversight of Caltrain capital projects starting with the Guadalupe River bridge replacement, specifically:

- The project has a \$36.3M funding gap on top of the existing \$410M electrification funding shortfall.
- **It is unclear why SamTrans staff are prioritizing the replacement of a freight bridge that will never be electrified**
- There is sufficient funding in the FY23 budget to construct a third (environmentally cleared) bridge suitable for electrification
- The developing recession is likely to result in lower bids in the next 12-18 months

**The letter concludes with a recommendation to reject all bids for the Guadalupe River Bridges replacement** and solicit bids for the new (third) bridge until funding has been identified for the first two.

Respectfully presented for your consideration.

Roland Lebrun

Dear Chair Mandelman and Commissioners,

This letter is intended to substantiate and elaborate on the comments I made at the September 13<sup>th</sup> Authority Full Board meeting that the Authority and MTC staffs should increase their oversight of Caltrain capital projects starting with the Guadalupe River bridge replacement project, specifically:

## Funding

The Guadalupe River bridge replacement project has a **FY23 funding gap of \$36.3M** (\$63.7M-\$27.4M)

Item #8.  
10/6/2022

	Prior Years	FY22	FY23	FY23 Budget Amendment	FY24	FY25 and Beyond	Total
Previously Obligated or Programmed							
Total Obligated (All Sources)	\$12,399,982						\$12,399,982
Total Programmed (All Sources)		\$3,952,825					\$3,952,825
Planned Funding by Source:							
FTA Section 5337 **			\$6,353,943		\$13,021,834	\$13,021,834	\$32,397,611
State SOGR					\$2,377,573	\$2,377,573	\$4,755,146
Local Partnership Funds			\$3,288,623	\$1,317,377			\$4,606,000
UPRR				\$100,000	\$1,300,000	\$2,856,600	\$4,256,600
ACE					\$665,215	\$665,215	\$1,330,429
Total Planned			\$9,642,566	\$1,417,377	\$17,364,622	\$18,921,222	\$47,345,786
Total Funding	\$12,399,982	\$3,952,825	\$9,642,566	\$1,417,377	\$17,364,622	\$18,921,222	\$63,698,593
Running Total: Funding	\$12,399,982	\$16,352,807	\$25,995,373	\$27,412,750	\$44,777,372	\$63,698,593	

\*\* This essential project consumes 90% of FTA Section 5337 funds.  
The program will seek other funding sources and options in FY24 and FY25 to support other SOGR needs.

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This funding gap further exacerbates the \$410M Caltrain electrification project funding shortfall (that project is currently 6 years late and 100% over the \$1.25B 2012 cost estimate).

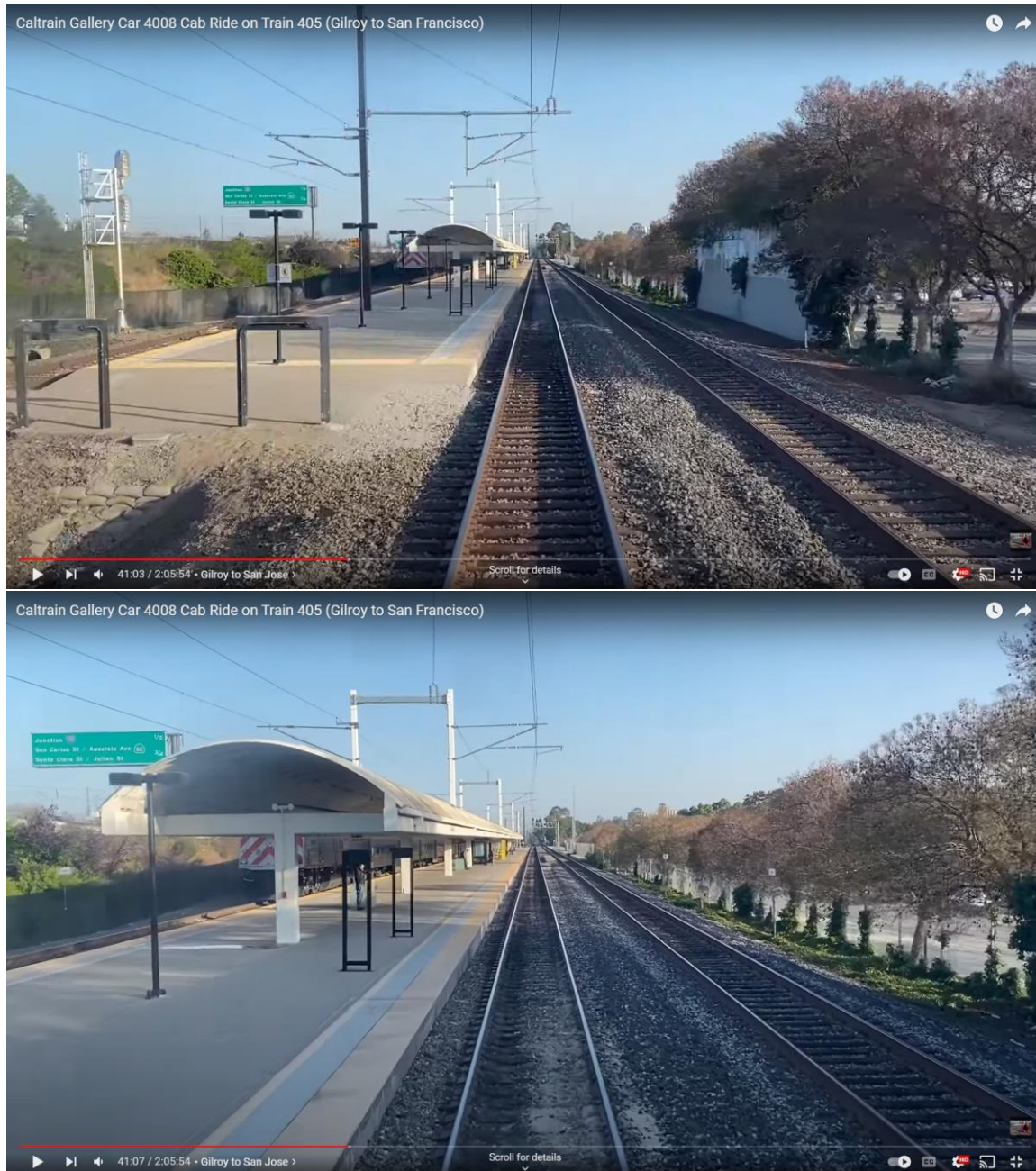
Top Risks		
		Find (1/1) \$410 million program gap Previous Next
Risk	Mitigation	Critical Date
OCS installation delay due to low productivity	<ul style="list-style-type: none"><li>Additional BBII OCS crew training for regulation and variance in the OCS design/installation due to redesign and accommodations to resolve foundation Differing Site Conditions (DSC) issues.</li><li>Hiring additional BBII OCS staff members to prevent schedule slippage and help in future installation planning.</li><li>Held OCS construction scheduling recovery workshop for remaining OCS installation and testing.</li><li>Additional resources expected in September</li></ul>	September 2022
Funding of \$410 million program gap	<ul style="list-style-type: none"><li>Special task force is in place to identify federal and state grant opportunities to pursue.</li><li>Targeted advocacy is ongoing.</li><li>Prepare earmarks grant scope and application.</li></ul>	April 2023
Lack of field railway worker in charge (RWIC) for increased work crews	<ul style="list-style-type: none"><li>Design-builder brought in more watchmen for off-track work.</li><li>TASI to expedite RWIC hiring and training.</li><li>Explore third party field resource procurement path.</li><li>Assess operational impact for expanding work limits with track and time.</li></ul>	Ongoing

Green = Mitigations/actions identified and no impact to budget/schedule  
Yellow = Mitigations/actions identified and potential impact to budget/schedule  
Red = Impact to budget/schedule

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## Issues with the current project

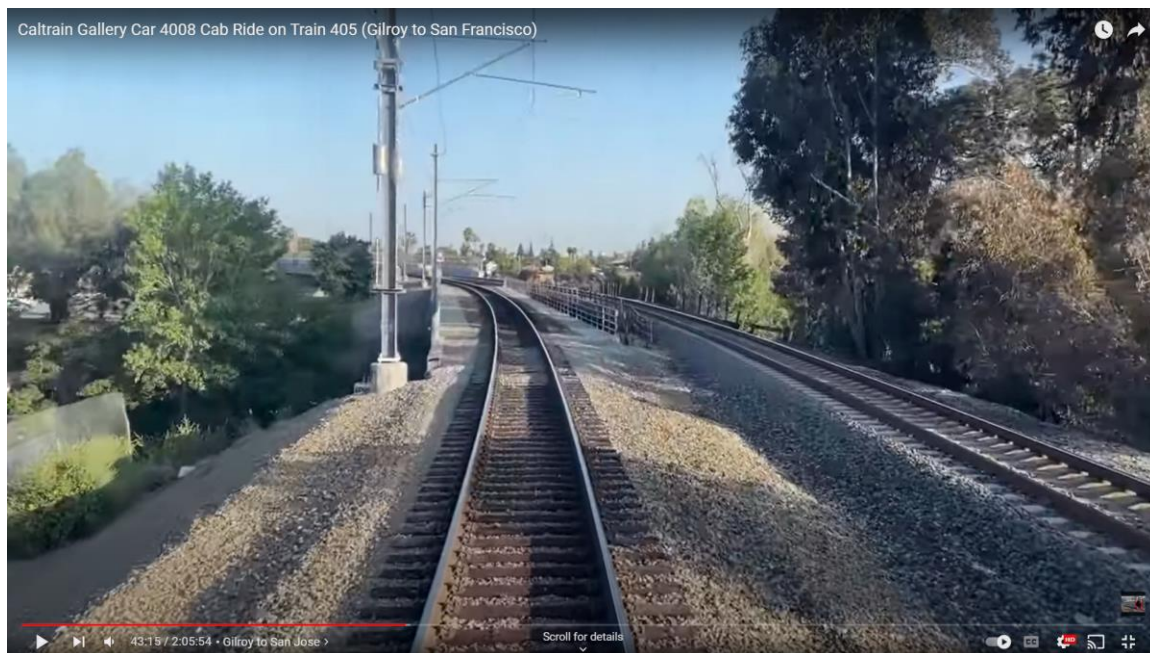
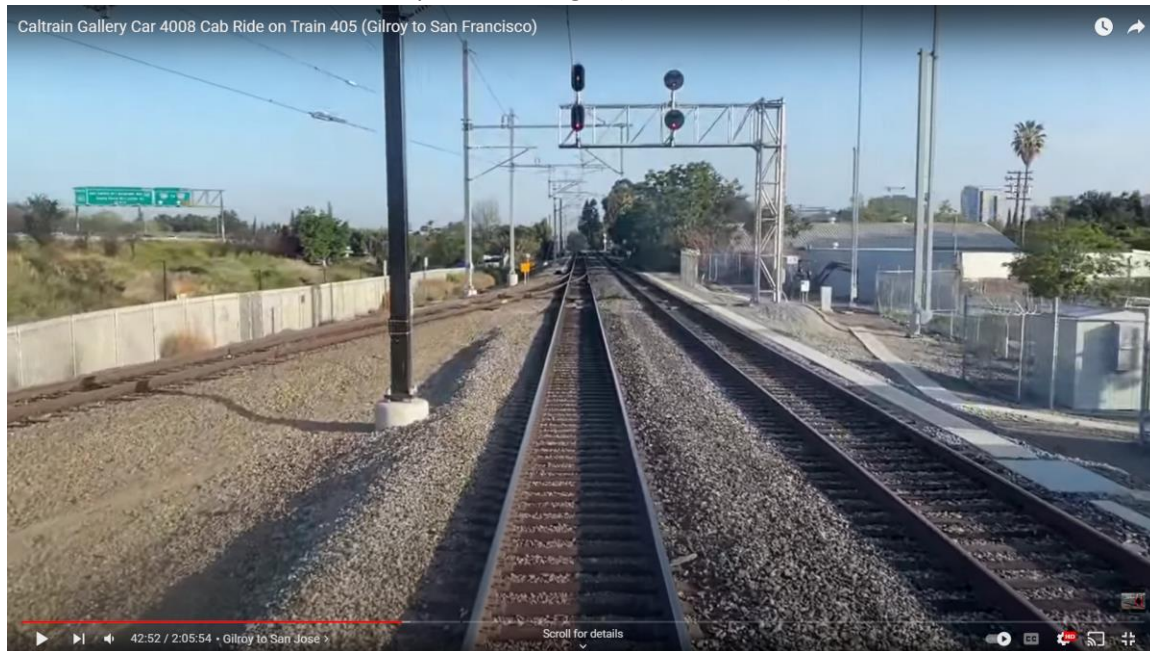
The project as currently envisioned proposes to replace one bridge (**MT-1**) and extend the other one (**MT-2**) by 110 feet. Given the current funding shortfall, **it is unclear why Caltrain should prioritize a bridge (**MT-1**) that (contrary to assertions by Caltrain's Interim Executive Director) is rarely used by Caltrain and will never be electrified.**



Northbound Caltrain approaching Tamien station on **MT-2** with another train waiting on the opposite side of the island platform (**MT-3**). **There are no plans to electrify **MT-1** (to the right).**



Current end of **MT-3**. The Guadalupe River bridges (**MT-2** & **MT-1**) are visible in the distance.



Approaching the Guadalupe River bridges

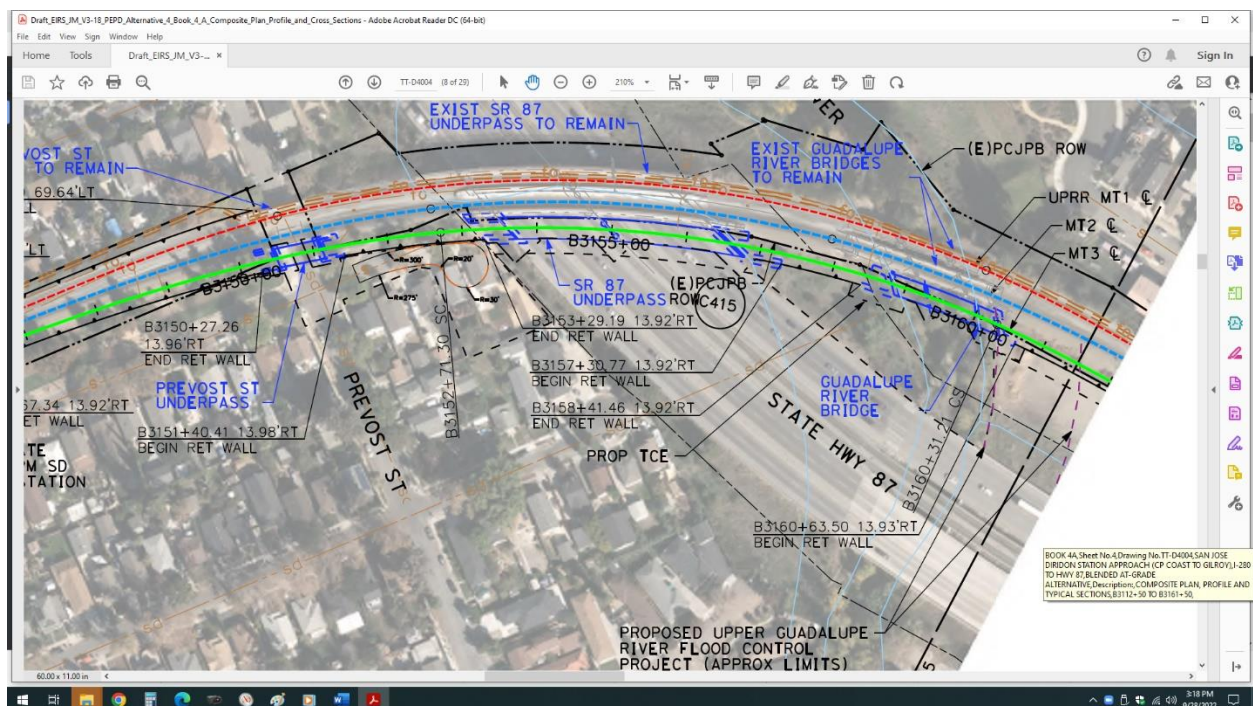


Guadalupe River bridges **MT-2** on the left & **MT-1** on the right



## Phased alternative

Another approach could be to leverage the current funding envelope to prioritize the future **MT-3** bridge environmentally cleared in the Merced to San Jose EIR and delay the reconstruction of the **MT-1** & **MT-2** bridges until funding is available. Access to the **MT-3** bridge would be provided via the addition of a switch connecting **MT-2** to **MT-3** located between Highway 87 and the Guadalupe River.



**Recommendations:**

- 1) Reject all bids for the Guadalupe River bridge replacement project as currently proposed.**
- 2) Advance the engineering for the **MT-3** bridge (San Jose to Merced EIR drawing number TT-D4004 attached for your convenience).
- 3) Solicit bids for the **MT-3** bridge including the **MT-2** to **MT-3** switch and the extension of **MT-3** to Tamien platform #2.
- 4) Re-issue bids for **MT-1** & **MT-2** bridge replacements when funding has been secured.

Respectfully presented for your consideration

Roland Lebrun





**From:** [Malcolm Robinson](#)  
**To:** [Public Comment; Board \(@caltrain.com\)](#)  
**Subject:** Croix de CalTrain  
**Date:** Wednesday, April 30, 2025 7:33:09 PM

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

I have been taking Caltrain to a few Giants games a year for 25 years. Last Monday's win against the Brewers was the first time I experienced CalTrain's new postgame boarding process: requiring Giants fans to stand in long lines, in the cold and wind, for 30 minutes before boarding.

In past years, after a short walk to the station you could board the next departure right away. Station agents would guide you to the next train south, you board and find a seat and get settled in until departure.

Now we cue up without shelter, with the line backed up to the 4th St. curb, then it turned along the curb to Townsend. CalTrain won't board passengers until, seemingly, just before departure now.

Caltrain has co-advertising with the Giants, and it should be a no-brainer transport option. Why would you make us stand so long in the cold and damp? There must an improvement in boarding process to take better care of your customers. Otherwise I recommend another option.

At Candlestick Park, after you weathered an extra inning game, attendants would hand you the Croix de Candlestick for withstanding the weather and hanging tough. I recommend CalTrain give chilled Giants fans an award, the Croix de CalTrain. Veni Vidi Gelui. I came, I saw, I froze.

I would have written earlier, except I have been sick in bed with a severe chest cold, quarantined in our spare bedroom the last week. It's not so bad, it's my Train Room.

Rgds,

Malcolm Robinson, Lifelong Railfan

Sent from my iPhone

**From:** [Debbie Crouse](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Evening express trains  
**Date:** Thursday, May 1, 2025 7:49:23 AM

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Hello!

I'm writing to request that Caltrain do some things to encourage ridership to and from the South Bay. As a rider from the Mountain View area, I would LOVE to ride the train to and from the city. However, the lack of express trains seems to deter us every time.

Requests:

- 2-3 nightly express trains that match with a typical night out or events in the city. Meaning 8pm, 9pm and 10pm.
- return the SfGiants game day trains (by the way their website says you have it and your website and customer service says you don't).
- create express trains for warriors games. Muni to Caltrain and Caltrain south would be ideal.

We were so excited about the electric trains and the. disappointed that it has t changed our service options to get home.

Happy to talk. Let's be best in class!

Best,  
Debbie Crouse

**From:** [Public Comment](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** FW: Strong Support for SB 63  
**Date:** Thursday, May 1, 2025 4:00:09 PM

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**From:** Maggie Trinh <maggietrinh@smfc.k12.ca.us>  
**Sent:** Thursday, May 1, 2025 3:59 PM  
**To:** Public Comment <publiccomment@caltrain.com>  
**Subject:** Strong Support for SB 63

You don't often get email from [maggietrinh@smfc.k12.ca.us](mailto:maggietrinh@smfc.k12.ca.us). [Learn why this is important](#)

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To the JPB Board:

I am a board trustee for the San Mateo-Foster City School District, the largest school district in San Mateo County. Many of our students and families rely on public transportation to get to and from school and work.

I want to applaud Caltrain for its electrification; riding Caltrain, especially on weekends, is now much easier and more reliable and presents a great alternative to single-occupancy vehicle traffic.

I strongly urge this board to support SB 63 and regional coordination for transit. Many riders cross county lines and inter-agency coordination is something that serves riders, increases efficiency, and decreases car traffic -- all good things for the environment and the community as a whole. Public transportation is strongest when it is a network of reliable and frequent services that takes the needs of riders into account.

Thank you for your time and attention.

Regards,

Maggie Trinh  
SMFCSD Board of Trustees Vice President