



JPB Board of Directors
Meeting of June 5, 2025

Correspondence as of June 4, 2025

<u>#</u>	<u>Subject</u>
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- | | |
|----|--|
| 1. | June 5 Public Comment/Correspondence Item #11 Adopt Fiscal Year 2026 Proposed Operating Budget and Fiscal Years 2026 and 2027 Proposed Capital Budgets (South County Caltrain Service) |
| 2. | Item 9 Guadalupe River Bridge Replacement |

From: [Council Member Zachary Hilton](#)
To: [Board \(@caltrain.com\)](#)
Cc: [Public Comment](#)
Subject: June 5 Public Comment/Correspondence Item #11 Adopt Fiscal Year 2026 Proposed Operating Budget and Fiscal Years 2026 and 2027 Proposed Capital Budgets (South County Caltrain Service)
Date: Tuesday, June 3, 2025 10:01:27 AM
Attachments: [South County Ridership Trends.xlsx](#)
[CM Zach Hilton South County Caltrain Service-3.pdf](#)

You don't often get email from zachary.hilton@cityofgilroy.org. [Learn why this is important](#)

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Caltrain Board,

June 5 Public Comment/Correspondence Letter for Item #11- Adopt Fiscal Year 2026 Proposed Operating Budget and Fiscal Years 2026 and 2027 Proposed Capital Budgets (**South County Caltrain Service**)

I've seen the Caltrain South County ridership numbers (*Monday-Friday 4 Trains North in morning and 4 Trains South in evening*) **Gilroy 100 riders/day, San Martin 22 riders/day, Morgan Hill 120 riders/day, Blossom Hill 54 riders/day, Capitol 42 riders/day**. These five stations south of Tamien are not electrified and Caltrain doesn't own the tracks, Union Pacific Railroad does. Attached is my public comment letter.

I've been trying for 9 years to get the City of Gilroy and Caltrain to advertise, educate, and encourage ridership. It's not built into our culture and it's a heavy lift for me to continue promoting Caltrain to South County and future to Salinas. We recently talked about this at our May South County VTA agenda preparation meeting with VTA staff and Caltrain staff. VTA plays a role in our development review process, Caltrain doesn't.

As of February 2025 the VTA's Frequent 68 (San Jose to Gilroy every day) runs every 15 minutes averages 4,219 daily boardings and the Rapid 568 (San Jose to Gilroy Monday-Friday) runs every 30 minutes averages 932 daily boardings. Those are numbers to support the cost to operate, while we continue to shift residents to transit.

I attended the May VTA Joint Committees Workshop where we reviewed the budget and asked questions. Caltrain is putting the full burden of the South County Caltrain (Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy) cost onto VTA and it's been estimated to reach \$15 million. That's not worth it for this budget cycle.

VTA, Caltrain, and South County communities do minimal to increase South County Caltrain ridership, so the expectation that suddenly ridership on Caltrain will increase is not a reality today. It's not fiscally responsible to fund \$15 million for 338 riders/day M-F.

I've encouraged the VTA Board and Caltrain Board to pause South County Caltrain service for the next two years while we work collaboratively with all partners on ways to double track or purchase the existing tracks with a goal to have the same service levels as Tamien to San Francisco.

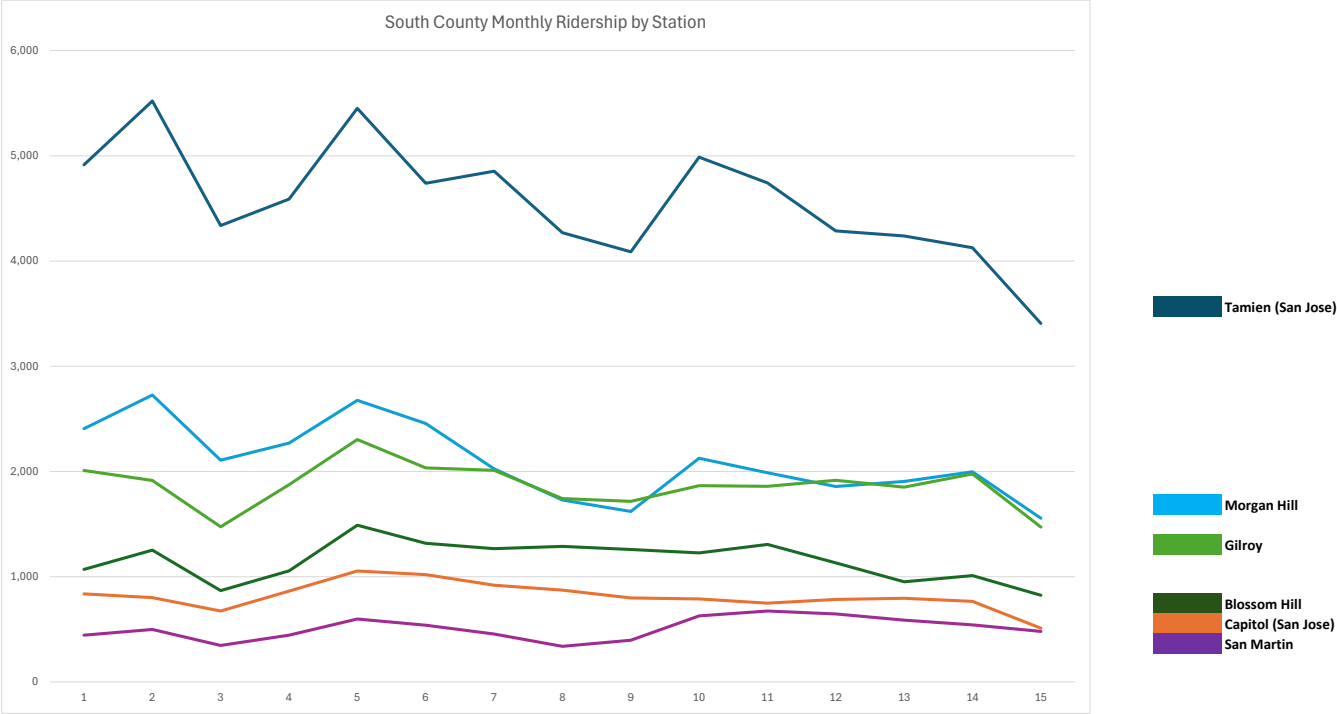
Zach Hilton

Gilroy City Council Member

www.zachhilton.com

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	25-Feb	25-Jan	24-Dec	24-Nov	24-Oct	24-Sep	24-Aug	24-Jul	24-Jun	24-May	24-Apr	24-Mar	24-Feb	24-Jan	23-Dec
San Francisco	142,914	153,933	122,525	128,823	159,672	152,704	144,238	137,910	137,479	139,265	126,851	107,877	97,074	99,818	86,121
22nd Street	27,855	29,255	20,986	23,445	27,896	24,697	22,953	21,264	20,419	21,334	20,196	19,155	18,020	17,428	13,372
Bayshore	4,206	4,627	3,974	3,656	3,995	3,628	3,145	2,820	3,045	3,111	2,626	2,485	2,086	2,150	1,894
South San Francisco	15,160	15,612	11,675	12,145	14,934	12,763	11,556	10,598	10,680	11,358	10,533	9,449	8,181	7,965	6,529
San Bruno	7,920	9,093	7,210	7,261	8,724	9,394	8,031	7,342	7,330	7,768	7,124	5,376	4,808	5,185	4,522
Millbrae	33,421	35,515	30,259	32,158	37,780	37,103	33,835	31,956	30,975	34,379	31,205	28,079	26,352	27,148	24,746
Broadway	664	642	657	612	771	1,123	561	401	526	490	390	437	275	289	285
Burlingame	13,738	15,087	12,440	12,474	14,826	15,080	13,241	12,176	12,575	13,626	11,991	10,892	9,892	10,155	8,928
San Mateo	27,191	28,880	24,211	25,454	29,187	32,201	25,836	23,562	22,589	24,343	22,603	20,601	18,649	18,723	17,308
Hayward Park	8,781	8,537	6,530	7,094	8,042	6,667	6,008	5,762	5,493	5,980	5,520	5,046	4,722	4,624	3,865
Hillsdale	31,104	32,496	26,611	28,417	35,210	32,416	30,652	27,671	27,186	29,623	28,144	26,060	24,822	24,244	19,452
Belmont	14,448	15,795	11,852	12,914	15,870	15,212	12,806	11,352	10,677	12,641	10,931	10,231	9,310	9,406	8,175
San Carlos	13,111	14,887	11,953	12,049	14,846	14,611	13,163	12,607	12,492	13,800	11,704	10,296	9,301	9,366	8,407
Redwood City	44,836	47,507	37,736	39,439	46,776	44,121	41,408	39,723	38,736	42,492	40,016	36,388	34,332	31,813	28,102
Menlo Park	19,937	22,342	17,654	17,399	20,884	19,720	17,625	16,141	16,051	17,903	16,027	15,832	14,597	14,064	12,188
Palo Alto	77,048	80,240	60,319	70,820	84,620	77,503	72,157	68,205	67,070	73,746	67,513	64,198	60,853	59,233	48,020
California Ave	19,735	20,467	15,529	16,278	17,656	14,839	13,628	13,122	12,322	12,408	11,016	10,659	9,638	10,326	8,962
San Antonio	15,317	15,549	12,950	13,625	15,132	12,912	11,564	10,999	10,993	11,409	10,153	9,901	9,027	8,713	8,099
Mountain View	47,231	50,263	40,464	41,905	52,882	51,205	46,918	43,942	42,029	43,866	40,005	37,449	34,485	34,529	29,757
Sunnyvale	37,239	39,466	31,558	32,717	39,468	34,316	31,798	30,719	27,453	26,595	25,253	26,046	24,297	23,983	21,679
Lawrence	14,048	14,317	12,190	12,644	15,360	13,621	12,820	12,691	12,237	12,678	11,943	11,581	11,129	11,306	7,867
Santa Clara	19,685	20,279	16,899	19,187	22,067	18,370	16,995	16,460	16,300	18,555	15,278	14,118	12,995	12,738	10,865
College Park	797	1,017	926	891	1,077	1,087	706	139	139	989	912	955	844	864	920
San Jose Diridon	46,078	46,395	41,418	43,126	52,327	46,034	39,613	36,327	36,452	40,164	38,735	36,240	32,851	30,945	28,077
Tamien	4,914	5,521	4,338	4,589	5,450	4,740	4,854	4,269	4,088	4,988	4,742	4,286	4,238	4,127	3,407
Capitol	836	802	675	863	1,055	1,021	919	873	798	789	749	784	795	765	511
Blossom Hill	1,070	1,253	869	1,055	1,490	1,318	1,266	1,289	1,259	1,226	1,307	1,133	953	1,011	824
Morgan Hill	2,406	2,727	2,108	2,271	2,677	2,456	2,025	1,729	1,621	2,125	1,989	1,857	1,906	1,997	1,556
San Martin	445	499	347	445	599	539	455	339	397	628	674	587	588	542	480
Gilroy	2,010	1,915	1,475	1,875	2,304	2,034	2,011	1,742	1,717	1,865	1,860	1,916	1,852	1,977	1,472





ZACH HILTON

Gilroy City Council Member

Livable Gilroy for All

May 27, 2025

Caltrain Service to South County

I've seen the Caltrain South County ridership numbers (***Monday-Friday 4 Trains North in morning and 4 Trains South in evening***) Gilroy 100 riders/day, San Martin 22 riders/day, Morgan Hill 120 riders/day, Blossom Hill 54 riders/day, Capitol 42 riders/day. These five stations south of Tamien are not electrified and Caltrain doesn't own the tracks, Union Pacific Railroad does.

I've been trying for 9 years to get the City of Gilroy and Caltrain to advertise, educate, and encourage ridership. It's not built into our culture and it's a heavy lift for me to continue promoting Caltrain to South County and future to Salinas. We recently talked about this at our May South County VTA agenda preparation meeting with VTA staff and Caltrain staff. VTA plays a role in our development review process, Caltrain doesn't.

As of February 2025 the VTA's Frequent 68 (San Jose to Gilroy every day) runs every 15 minutes averages 4,219 daily boardings and the Rapid 568 (San Jose to Gilroy Monday-Friday) runs every 30 minutes averages 932 daily boardings. I've been keeping track for a few years and reporting out the numbers at Gilroy City Council meetings and my newsletters. Those are numbers to support the cost to operate, while we continue to shift residents to transit.

I attended the May VTA Joint Committees Workshop where we reviewed the budget and asked questions. Caltrain is putting the full burden of the South County Caltrain (Capitol, Blossom Hill, Morgan Hill, San Martin, Gilroy) cost onto VTA and it's been estimated to reach \$15 million. That's not worth it for this budget cycle. Per the [1996 Restated Joint Powers Agreement](#) (JPA Sections A and B) make VTA "responsible for all net operating costs of the Gilroy service" and "obtaining all Gilroy Service capital projects". It does not obligate Caltrain or VTA to operate service to Gilroy, though it assumed there would always be a market.

VTA, Caltrain, and South County communities do minimal to increase South County Caltrain ridership, so the expectation that suddenly ridership on Caltrain will increase is not a reality today. It's not fiscally responsible to fund \$15 million for 338 riders/day M-F. Enhancing the current South County ridership of the Frequent 68 and Rapid 568 lines is the more fiscally responsible path for these next two years.

I encourage you to pause South County Caltrain service for the next two years while we work collaboratively with all partners on ways to double track or purchase the existing tracks with a goal to have the same service levels as Tamien to San Francisco. Use the savings to enhance the successful current services on the VTA Frequent 68 and Rapid 568 bus lines that currently serve thousands of daily riders from South County.

Sincerely,

A handwritten signature in black ink, appearing to read 'Zach Hilton', with a stylized flourish at the end.

Zach Hilton

Gilroy City Council Member

www.zachhilton.com

#HiltonForCouncil @zachhilton_ca

From: [Roland Lebrun](#)
To: [Public Comment](#)
Cc: [Board \(@caltrain.com\)](#); [cassecretary \(@caltrain.com\)](#); [SFCTA CAC](#)
Subject: Item 9 Guadalupe River Bridge Replacement
Date: Wednesday, June 4, 2025 2:57:59 AM
Attachments: [image.png](#)
[image.png](#)
[Guadalupe River Bridge alternative proposal.pdf](#)
[Drawing TT-D4004.pdf](#)

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

Dear Chair Heminger,

Further to this project having more than quadrupled in cost (from \$40,214,620 to \$171,389,598) in less than 3 years,

Guadalupe River Bridge Replacement and Extension (PCJPB) Construction

Prop K request: \$1,963,825

Total cost: \$40,214,620

Replacement of two rail bridges over the Guadalupe River in San Jose, which have exceeded their useful life.

- Necessary to avoid slow orders and weight limits for Caltrain and freight operations
- Full demolition and replacement of MT-1 (built 1935); replacement of sections and extension of MT-2 (built 1990)
- Open for use March 2025



Existing wooden piles and sub-structure



2

thank you for the opportunity to reiterate the comments I made at the September 13, 2022, SFCTA Board meeting
[Public Comment 2022-09-13 \(PDF\)](#)

(attached for your convenience), specifically:

Page 2 "*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.*"

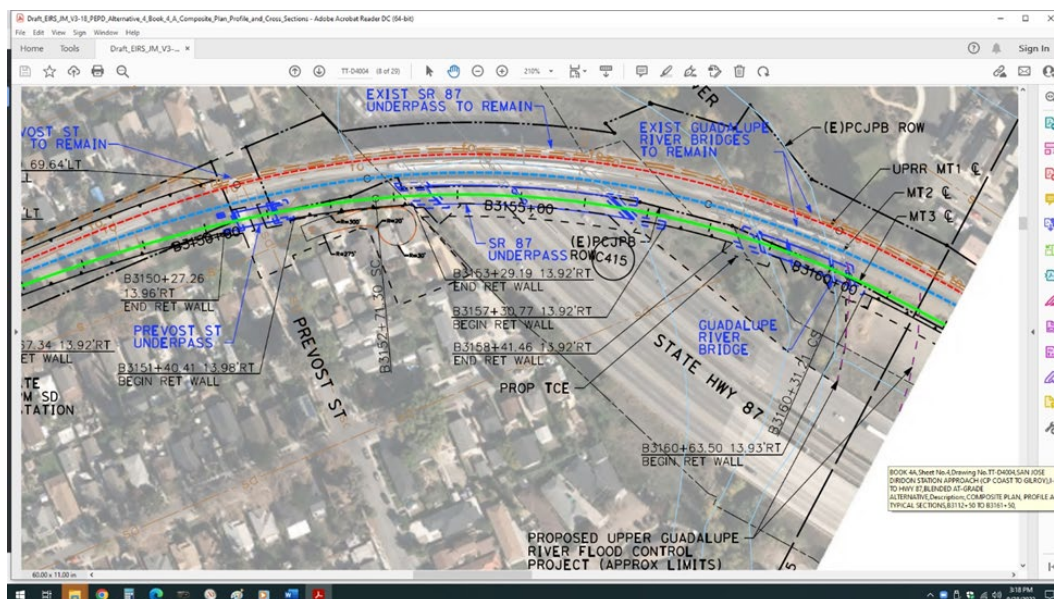
Page 4 "*Another approach could be to leverage the current funding envelope to prioritize the future MT-3 bridge environmentally cleared in the Merced to San Jose EIR and delay the reconstruction of the MT-1 & MT-2 bridges until funding is available.*"

Page 5 **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 TTD4004 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: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, April 30, 2025 5:00 PM
To: Caltrain Board <board@caltrain.com>
Cc: SFCTA Board Secretary <clerk@sfcta.org>; SFCTA CAC <cac@sfcta.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>
Subject: Item 11 Receive update on Guadalupe River Bridge replacement

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

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 13th 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.

Caltrain 19

200

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).

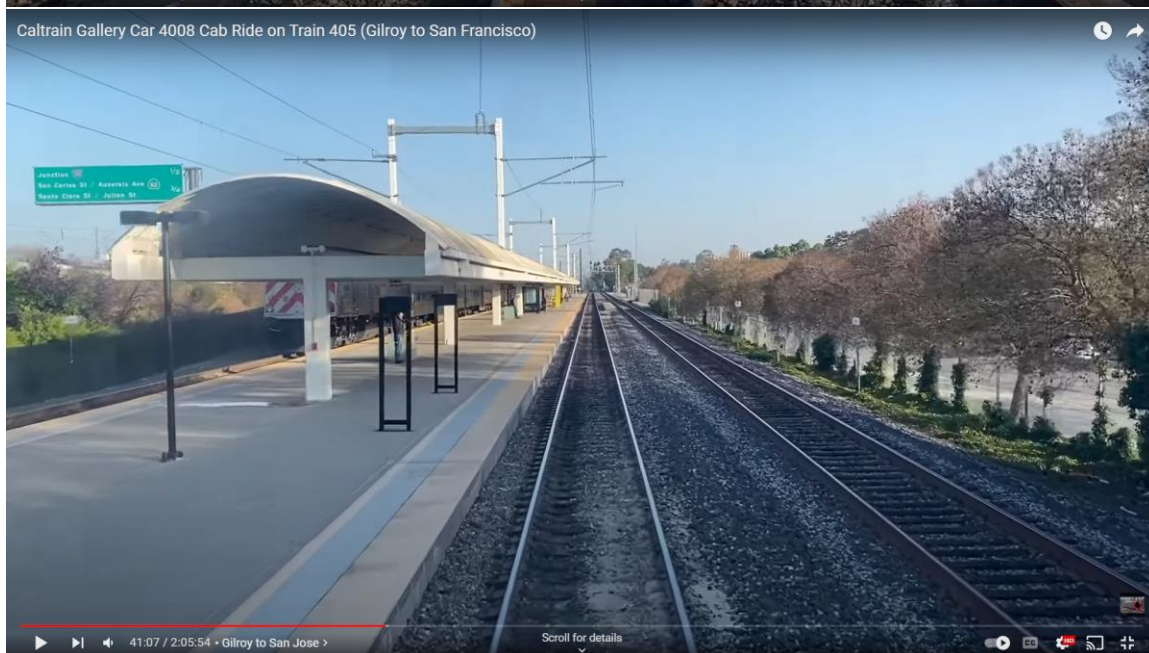
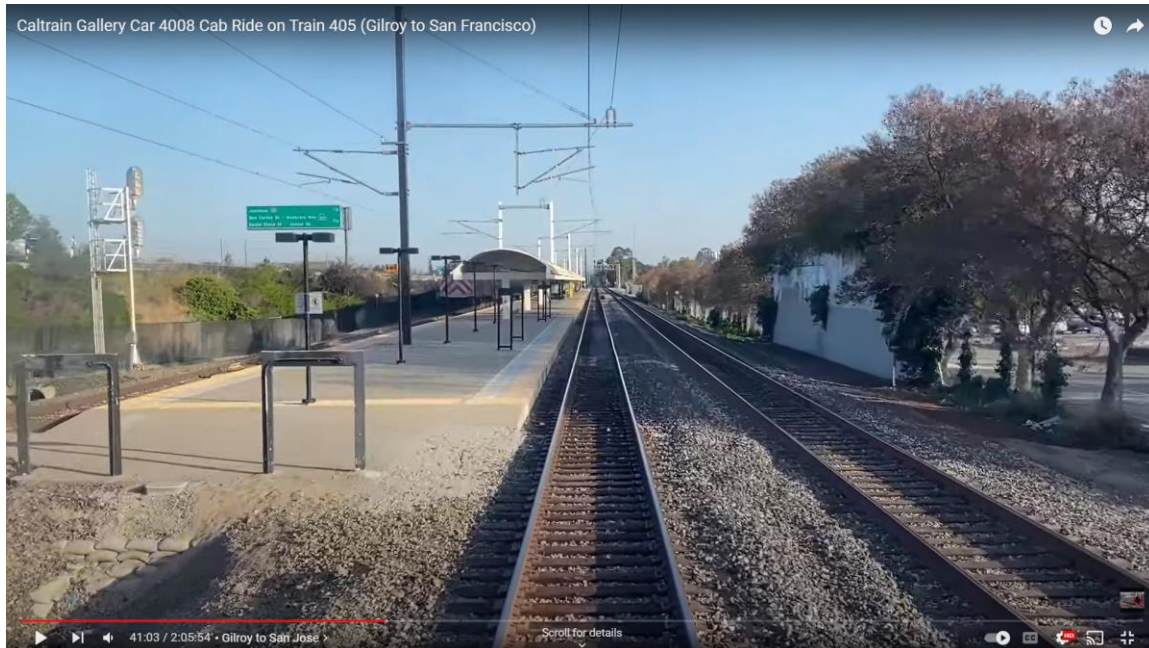
Top Risks		
		Find (1/1) \$410 million program gap Previous Next
Risk	Mitigation	Critical Date
OCS installation delay due to low productivity	<ul style="list-style-type: none">Additional BBII OCS crew training for regulation and variance in the OCS design/installation due to redesign and accommodations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

Caltrain 20

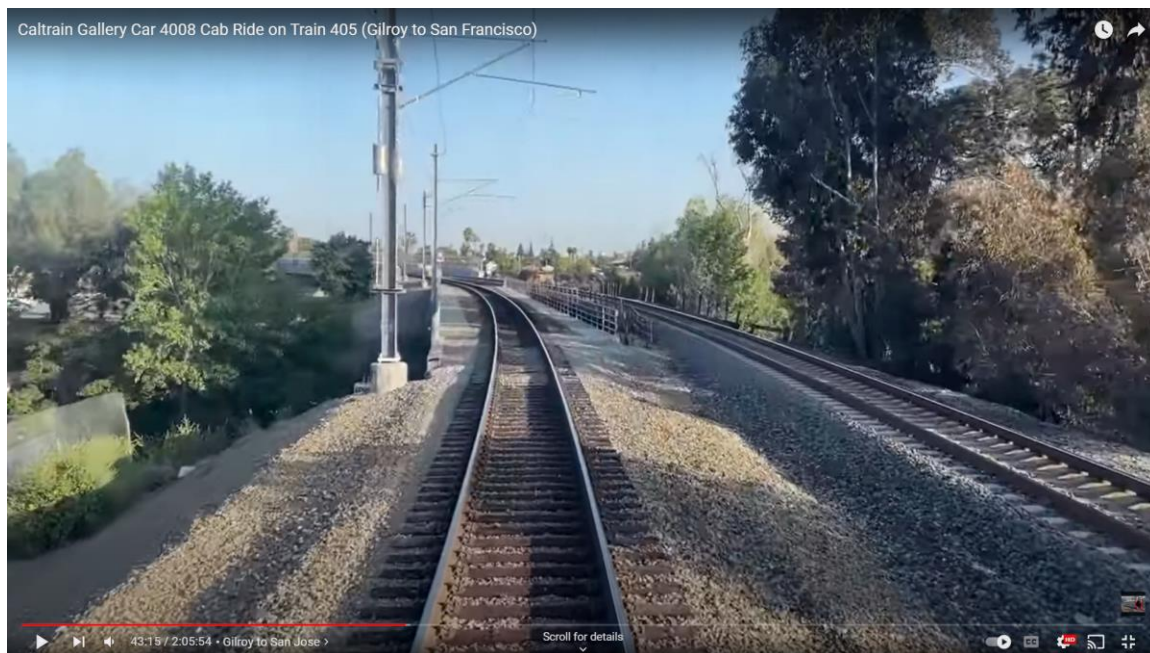
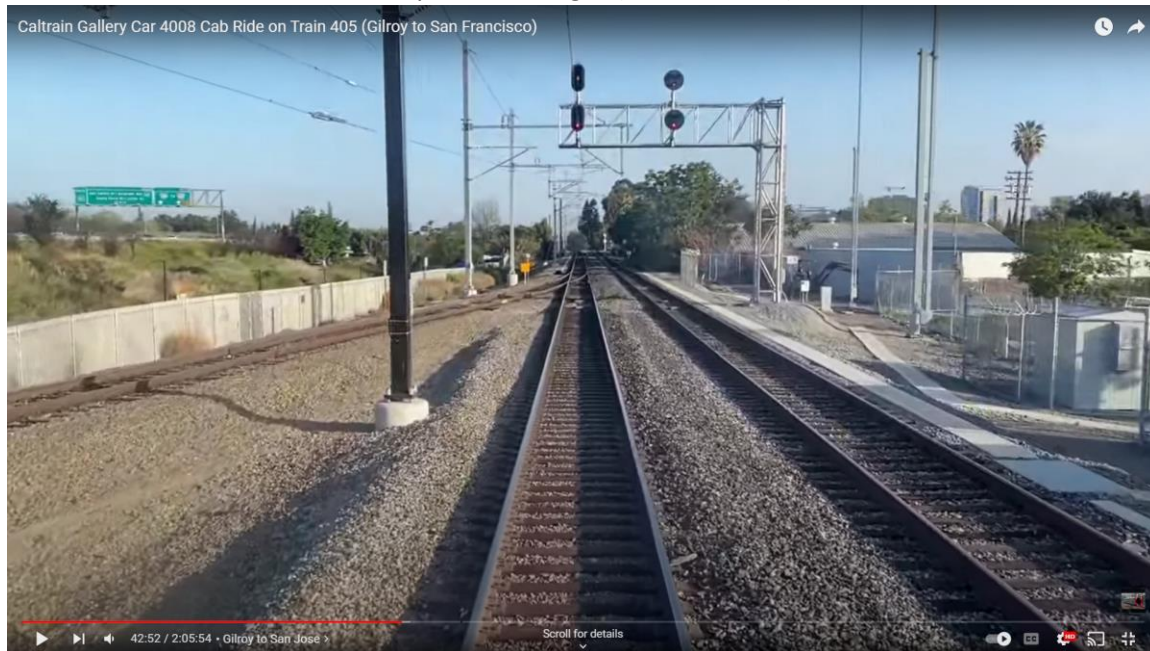
Issues with the current project

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.



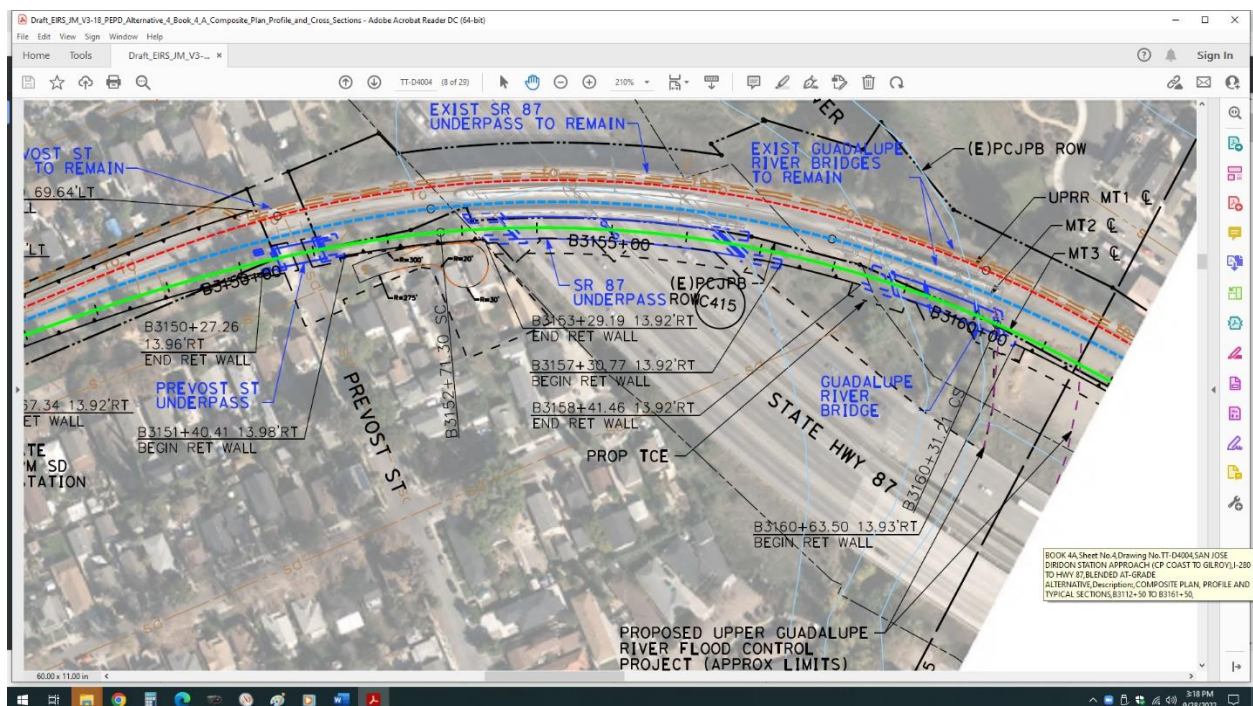
Approaching the Guadalupe River bridges

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

