

JPB CAC

CORRESPONDENCE

AS OF

October 14, 2025

From: [Roland Lebrun](#)
To: city.council@PaloAlto.gov
Cc: [Board \(@caltrain.com\)](#); [cacsecretary \(@caltrain.com\)](#)
Subject: San Francisquito Bridge Structural Health Monitoring (lack thereof)
Date: Tuesday, September 16, 2025 3:16:32 PM

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Dear Chair Burt and Committee members,

I apologize for not being to attend the September 16 Rail Committee in person.

I would like to attract your attention to the August 27, 2025 JPB TOPS Meeting Correspondence (<https://www.caltrain.com/media/35756/download>), specifically an email dated Friday August 8 from Mr. Jayson Dayvault addressed to TOPS Chair and Caltrain Board Vice Chair Medina which lists the San Francisquito Creek bridge acoustic monitoring as one of 4 projects "*stopped before they started*".

This is quite remarkable when considering that Caltrans use acoustic monitoring on Bay Area bridges (<https://trid.trb.org/View/1288513>) and a similar system was installed on the Salesforce Transit Center after the discovery of cracked beams.

Selected Field Results: San Francisco Oakland Bay Bridge Acoustic Emission Monitoring Program - Transport Research International Documentation

Following the discovery of a significant crack in an eyebar (fracture critical element) on the San Francisco-Oakland Bay Bridge (SFOBB), the California Department of Transportation (Caltrans) explored possible remote monitoring solutions. The design of the structural health monitoring system (SHM) would continuously monitor the entire length of selected eyebars for the earliest possible ...

trid.trb.org

In closing, I am respectfully requesting that the Rail Committee consider escalating this issue to the full City Council with a recommendation to write a letter to the Caltrain Board stating that a failure to install such a system on the San Francisquito Creek bridge amounts to criminal negligence that should be remedied as a matter of emergency.

Respectfully presented for your consideration.

Roland Lebrun