

JPB CAC

CORRESPONDENCE  
AS OF

November 18, 2025

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [cacsecretary \[@caltrain.com\]](#); [Baltao, Elaine \[board.secretary@vta.org\]](#); [SFCTA Board Secretary](#); [SFCTA CAC](#); [Christina@tamcmonterey.org](#)  
**Subject:** Item 6 Public comment re oncall contracts and BEMU update  
**Date:** Thursday, November 6, 2025 5:23:43 PM  
**Attachments:** [image.png](#)  
[image.png](#)  
[image.png](#)  
[On-call consultant contracts.pdf](#)

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

Dear Chair Heminger and Directors,

I would like to attract your attention to 2 items in your supplemental reading file (<https://www.caltrain.com/media/36026/download>)

First, the authorized on-call contract capacity has increased from \$275,250,000 to \$361,478,400 dollars in the last quarter (attached for your convenience)

Please note that this increase does not include a **\$72M typo** in table 1 on page 36 of the report, specifically that the remaining contract capacity for the Design Review Services Contract is \$7,964,300, not \$79,964,300.

**Table 1**

| Contract Summary              | Years | Amount       |
|-------------------------------|-------|--------------|
| Total Capacity:               | 7.0   | \$8,000,000  |
| Exercised:                    | 7.0   | \$8,000,000  |
| Work Directives Issued:       |       | \$35,700     |
| Remaining Exercised Capacity: |       | \$79,964,300 |

Last but not least, the so-called BEMU project, having spent \$18.55M in the last two years (page 5) has been delayed by at least 6 months (page 4) because analysis revealed that the existing cab car carshell design cannot possibly support the weight of the additional batteries and will have to be redesigned.

### 3. Cost – Spend vs Budget with Actuals and Accruals through September 30, 2025

#### Project 100782 BEMU - Budget and Cost (As of September 30, 2025)

|                             | (A)                         | (B)   | (C)                                   | (D)  |                   | (E)   | (F) = (C - E)                         | (G) = (D / E)        |
|-----------------------------|-----------------------------|---|---------------------------------------|--|-------------------|---|---------------------------------------|----------------------|
| Project Cost Analysis       | Original Budget<br>(US\$MM) | Approved<br>Changes<br>(Contractor)<br>(US\$MM) | Project Current<br>Budget<br>(US\$MM) | Expended and<br>Accruals To-Date<br>(US\$MM) | To-Go<br>(US\$MM) | Estimated at<br>Completion<br>(EAC)<br>(US\$MM) | Variance at<br>Completion<br>(US\$MM) | % Expended of<br>EAC |
| Contractor - STADLER        | \$ 60.98                    | \$ 0.56   | \$ 61.54                              | \$ 18.24                                     | \$ 43.30          | \$ 61.54  | \$ -                                  | 29.64%               |
| Other Contracts             | \$ 1.31                     | \$ 0.06   | \$ 1.38                               | \$ -   | \$ 1.38           | \$ 1.38   | \$ -                                  | 0.00%                |
| Program Mngt. & Admin Costs | \$ 9.64                     |   | \$ 9.64                               | \$ 0.30                                      | \$ 9.22           | \$ 9.52   | \$ 0.12                               | 3.19%                |
| Project Contingency         | \$ 7.47                     | \$ (0.63)                                       | \$ 6.84                               |  | \$ 6.77           | \$ 6.77   | \$ 0.08                               | 0.00%                |
| ICAP                        | \$ 0.60                     |   | \$ 0.60                               | \$ 0.01                                      | \$ 0.78           | \$ 0.80   | \$ (0.20)                             | 1.43%                |
| <b>Total BEMU Project</b>   | <b>\$ 80.00</b>             | <b>\$ -</b>                                     | <b>\$ 80.00</b>                       | <b>\$ 18.55</b>                              | <b>\$ 61.45</b>   | <b>\$ 80.00</b>                                 | <b>\$ (0.00)</b>                      | <b>23.19%</b>        |

Note:

- 1). Expended and Accruals To-Date is through September 30, 2025;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;
- 3). Other Contracts includes \$1M for Wayside Upgrades;

| Key Project Activity                                    | NTP + months<br>estimated in<br>Change Order | Planned<br>Completion<br>(Baseline) | Progress as<br>of 09/30/2025 | Progress<br>On Track? | Notes                         |
|---|--|-------------------------------------|------------------------------|-----------------------|-------------------------------|
| Stadler Notice to Proceed                               | 0  | 08/25/23                            | Completed                    | Completed             |                               |
| Approval of Master Program schedule                     | 3  | 04/22/24                            | Completed                    | Completed             |                               |
| Conceptual Design Review (CDR)                          | 12   | 04/18/25                            | Completed                    | Completed             |                               |
| Preliminary Design Review (PDR)                         | 16   | 08/15/25                            | 12/15/2025                   | Delayed               | Delay due to carbody redesign |
| Final Design Review (FDR)                               | 20   | 12/12/25                            | In Planning                  | Delayed to 6/2026     | Delay due to carbody redesign |
| Battery First Article Inspection                        | 30   | 04/10/26                            | In Planning                  | Delayed to 6/2026     | Delay due to carbody redesign |
| Completed Carshells                                     | 40   | 05/01/26                            | In Planning                  | Delayed (date TBD)    | Delay due to carbody redesign |
| Authorization to Ship to Transportation Test Center     | 45   | 06/25/27                            | In Planning                  | On Track              |                               |
| Completion of Testing at TTC                            | 50   | 12/10/27                            | In Planning                  | On Track              |                               |
| Conditional Acceptance – BEMU Ready for Revenue Service | 55   | 10/23/28                            | In Planning                  | On Track              |                               |
| Final Acceptance  | 60   | 11/20/28                            | In Planning                  | On Track              |                               |

Respectfully presented for your consideration.

Roland Lebrun

|   | 25-06         | 25-09         |
|---|---------------|---------------|
| On-call Project Delivery Negotiation Support Services Contract                                    | \$4,150,000   |               |
| On-call Alternative Project Delivery Negotiation Support Services Contract                        |               | \$4,150,000   |
| On-call Alternative Project Delivery Support Services Contract                                    |               | \$6,228,400   |
| On-call Communication and Signal Services Contract  | \$18,000,000  | \$18,000,000  |
| On-call Construction Management Services Contract   | \$40,000,000  | \$40,000,000  |
| On-Call Design Review Services Contract   | \$8,000,000   | \$8,000,000   |
| On-Call General Engineering Consultant Design Services Contract                                   | \$50,000,000  | \$50,000,000  |
| On-Call Management of Soil, Hazardous Waste, and Other Environmental Compliance Services Contract | \$5,600,000   | \$5,600,000   |
| On-Call Professional Support Services Contract  | \$42,000,000  | \$42,000,000  |
| On-Call Program Management Oversight Services Contract  | \$55,000,000  | \$55,000,000  |
| On-Call Transportation Planning and Consultant Support Services Contract                          | \$52,500,000  |               |
| On-Call Transportation Planning and Consultant Support Services Contract 20-J-P-006               |               | \$52,500,000  |
| On-Call Transportation Planning and Consultant Support Services Contract 24-J-P-098               |               | \$80,000,000  |
|   |               |               |
|   |               |               |
|   |               |               |
|   |               |               |
| Total   | \$275,250,000 | \$361,478,400 |

**From:** [Roland Lebrun](#)  
**To:** [Baltao, Elaine \[board.secretary@vta.org\]](#)  
**Cc:** [BART Board; Board \(@caltrain.com\); cacsecretary \(@caltrain.com\); MTC Commission](#)  
**Subject:** Item 7 VTA's BART Silicon Valley Phase II Extension Project – October 2025 Update  
**Date:** Thursday, November 13, 2025 8:47:51 AM  
**Attachments:** [Item 7 VTA's BART Silicon Valley Phase II Extension Project – October 2025 Update.pdf](#)

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Dear Chair Mahan and Directors,

Please allow me to start by reiterating that staff's current practice of **dropping a 27-slide deck at 3.00 PM on the day prior to the meeting** is not conducive to meaningful public participation because members of the public only have one hour to submit written comments to meet the 4PM posting deadline.

This month's comments are focused on highlighting potentially **significant schedule and cost savings** achieved through a reduction of the Newhall portal back to its original (2007) size.

- Cost savings (\$140M vs. \$535M) 9/12/24 Oversight Committee
- **Significantly shorter portal construction timeline (8 months vs 2+ years)**
- **Double (47 feet/day) tunneling rates (item 9 on today's agenda)**
- **No conflicts with Caltrain, Los Gatos Creek or Guadalupe bridges**
- Significantly reduced dewatering eliminates impacts on adjacent infrastructure (HS1/CTRL lessons learned)

November 13 BART Silicon Valley Phase II Oversight Committee  
Item 7 BART Silicon Valley Phase II Extension Project – October 2025 Update

Dear Chair Mahan and Directors,

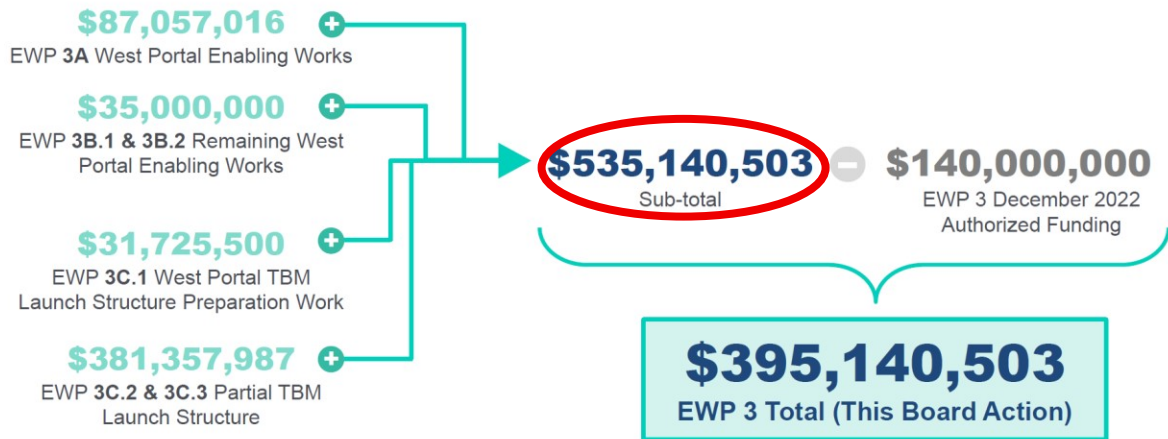
Please allow me to start by reiterating that staff's current practice of **dropping a 27-slide deck at 3.00 PM on the day prior to the meeting** is not conducive to meaningful public participation because members of the public only have one hour to submit written comments to meet the 4PM posting deadline.

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***FTA/PMOC is concerned that the additional cost saving ideas to be evaluated under Level 4 have not been identified and narrowed down to viable options***

## EWP 3 – Cost Summary



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[EWP 3 Additional Funding Authorization Sep BSVII Oversight 09.12.2024 \(002\)](#)

## Early Works Package 3C Cost Summary



| Original Budget<br>(\$Million)<br>(A) | Current Budget<br>(\$Million)<br>(B) | Approved Scope Change<br>(\$Million)<br>(B-A) |
|---------------------------------------|--------------------------------------|---|
| \$398.823                             | \$409.083                            | \$10.259                                      |

*Costs in \$Millions (Invoice 39)*

*Current Budget changed in period by \$10.26M incorporating executed Change Order 14 related to confinement walls.*

*Change Orders currently under discussion due to delayed execution related to UPRR Mitigation and Reimbursement Agreement*

*Contract Allowances are monitored monthly with CMS progress verification and Contractor's Schedule of Value submittal reviews*



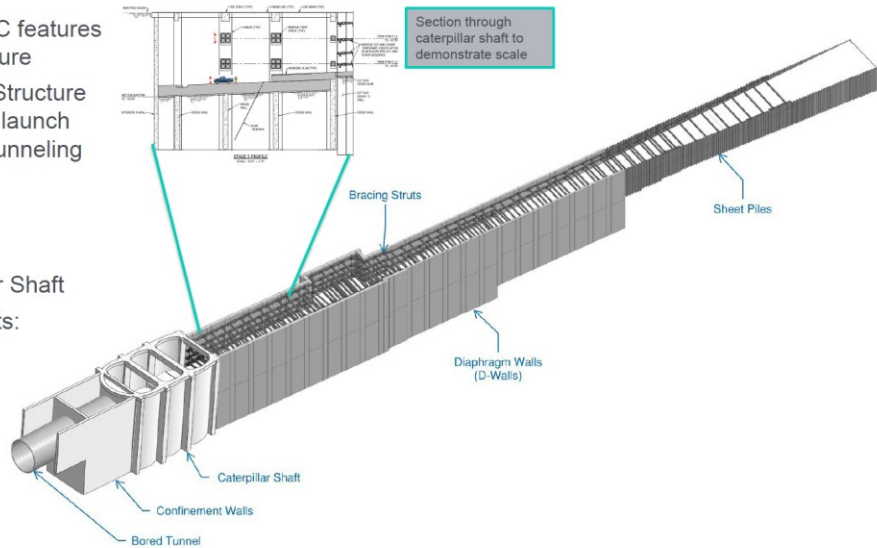
24

**Why are we focusing on Package 3C instead of Package 3 (\$550M) as a whole?**

## West Portal/TBM Launch Structure Overview



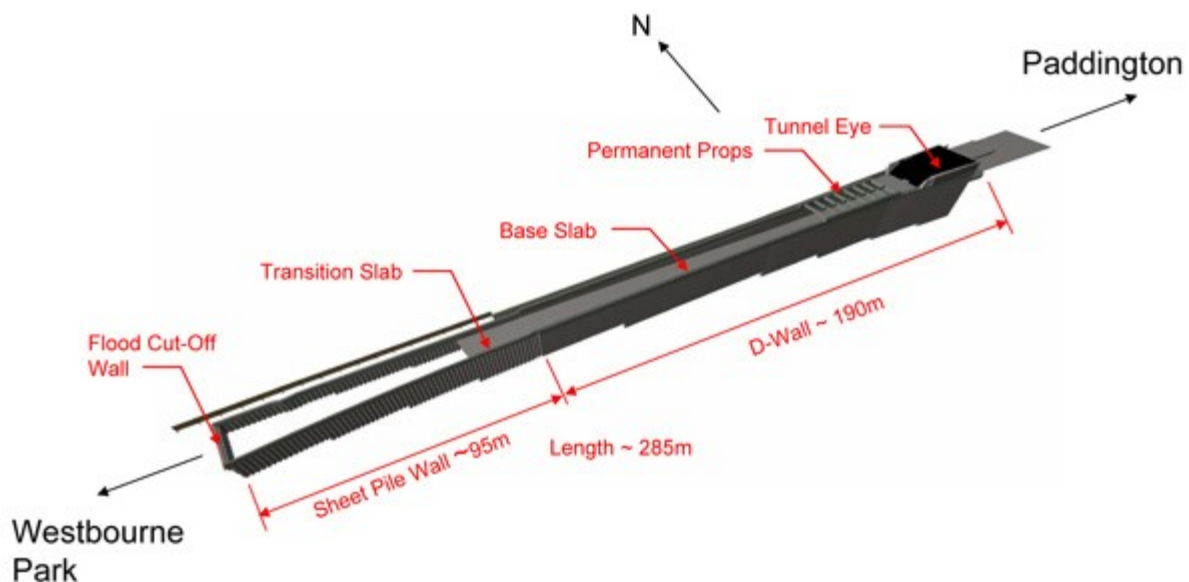
- Early Work Package (EWP) 3C features the West Portal Launch Structure
- When completed the Launch Structure will house the TBM assembly, launch and operations for the BSVII tunneling scope.
- The Launch Structure:
  - 1,316 feet long ramp
  - 82 feet deep at Caterpillar Shaft
- The Launch Structure elements:
  - Sheet Piles
  - Diaphragm Slurry Walls
  - Caterpillar Shaft
  - Bracing Struts
  - Concrete Working Slabs



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### Royal Oak Portal (SKANSKA/Costain JV)

- 935 feet long ramp
- 49 feet deep at the tunnel eyes
- NO CATERPILLAR SHAFT
- **NO SETTLEMENT OF ADJACENT RAILWAY TRACKS**
- **COMPLETED IN 8 MONTHS AT A COST OF \$130M**





Similar cost/schedule savings (+/- \$400M) at the west Portal)

## Scenario 1a: New East Portal Launch Structure & Additional TBM

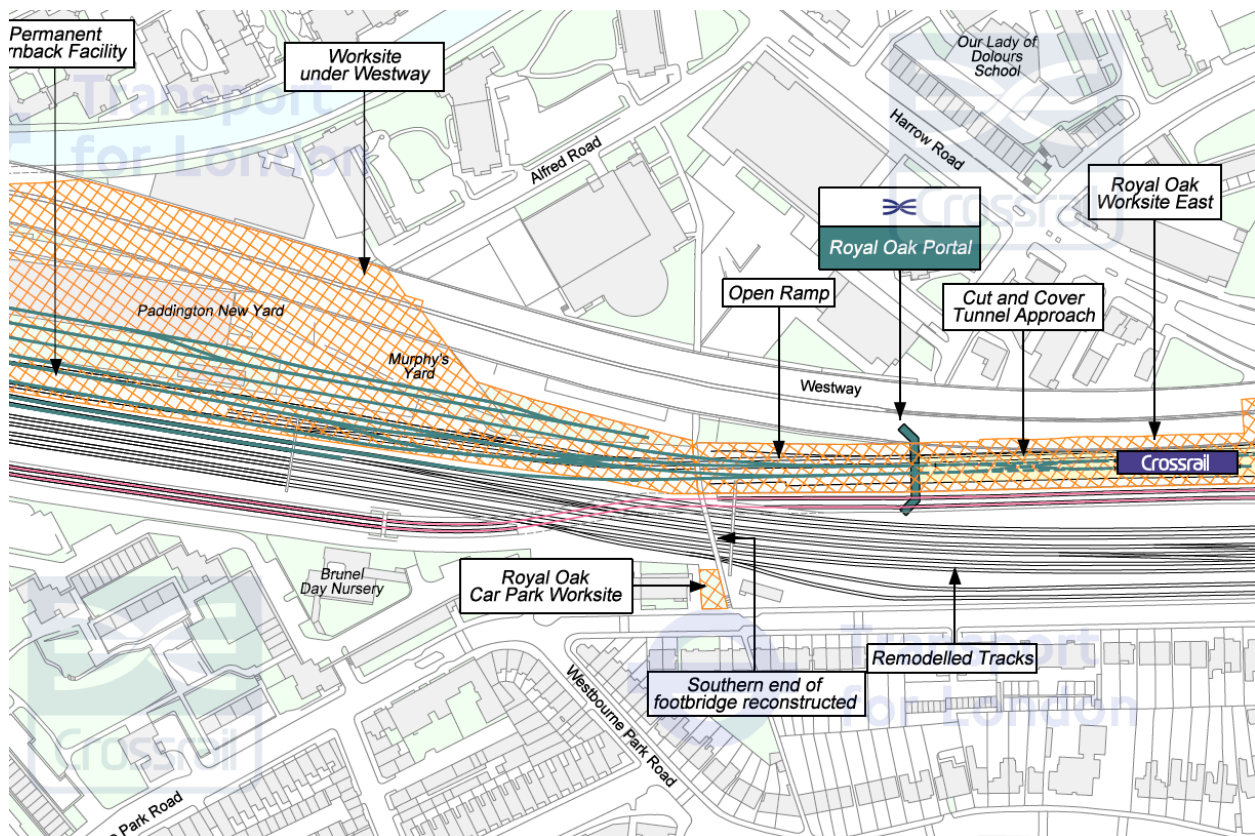
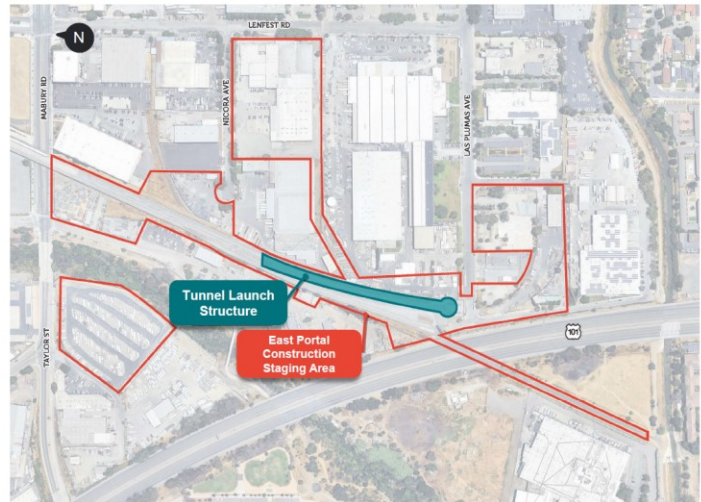


### Overview:

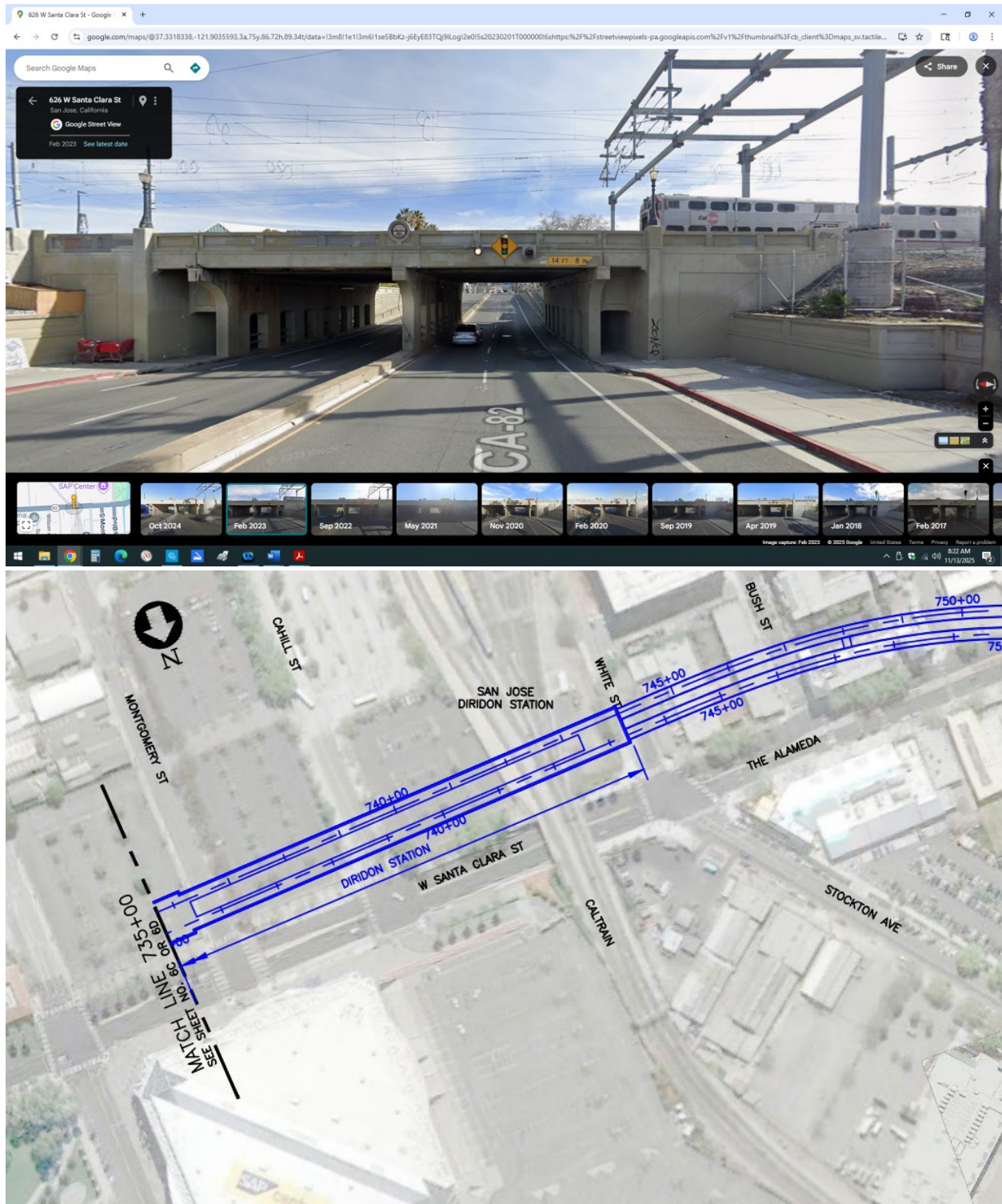
- Design, procurement, and fabrication of an additional 40' TBM
- East Portal becomes a Launch Shaft rather than a reception shaft
- Changes to East Portal:
  - Larger temporary excavation for assembly and launching the TBM.
  - Increased temporary power for TBM
  - Larger staging area (additional ROW)
  - More tunnel spoil off-haul traffic
  - Site would have similar operations as the West Portal Launch Structure and surrounding site



### Environmentally Cleared East Portal Construction Staging Area and Tunnel Launch Structure



Elimination of impacts on Caltrain, Guadalupe and Los Gatos Bridges caused by the single-bore realignment to West Santa Clara Street.



Respectfully presented for your consideration.  
Roland Lebrun



**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [cacsecretary \[@caltrain.com\]](#); [Caltrain, Bac \(@caltrain.com\)](#); [SFCTA CAC](#); [aibarra@brisbaneca.org](#); [ipadilla@brisbaneca.org](#)  
**Subject:** Undergrounding Caltrain at Bayshore  
**Date:** Monday, November 17, 2025 3:50:35 PM

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

Dear Director Canepa,

With regards to undergrounding Bayshore station, the Executive Director's comments about the high water table are correct but the proposed undergrounding is achieved by raising the area around the existing tracks by up to 30 feet, (hopefully with tunnel spoils from the PAX and the DTX) at which point the bikes and peds (and SamTrans and MUNI buses and LRT) would cross the existing Caltrain tracks at (elevated) grade and access to the Caltrain platforms would be via escalators, stairs and inclinator.

The entire concept was modelled after London's Stratford City site (a former railyard abandoned due to rising sea levels and redeveloped for the 2012 Olympics) when San Francisco was considering a bid for the 2028 Olympics.

Funding for the London project came from development enabled thru land reclamation achieved through repurposing of high speed tunnel excavation materials on the approach to St Pancras station.

I hope you find this information useful.

Roland Lebrun