



JPB Board of Directors  
Meeting of March 5, 2026

Correspondence as of February 6, 2026

#    Subject

1. Item 5 Public comment: Board supplemental reading file
2. Transport for London did NOT fire Cubic
3. Re: Transport for London did NOT fire Cubic
4. Using Zoom's AI Companion to generate a summarized CAC meeting report
5. RE: BART Board Workshop on Thursday, February 12 - Meeting Materials

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Wednesday, February 4, 2026 4:58 PM  
**To:** Board (@caltrain.com)  
**Cc:** cacsecretary [@caltrain.com]  
**Subject:** Item 5 Public comment: Board supplemental reading file  
**Attachments:** On-call consultant contracts.pdf; On-call consultant contracts.pdf

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Dear Chair Medina,

Thank you for the opportunity to comment on the supplemental reading file [20260205 JPB Board of Directors Supplemental Reading File \(PDF, 4.52 MB\)](#)

- 1) I am pleased to report that on-call services contracts (total \$361,478,400) did not show an increase in the last 3 months but it is unclear why the transfer from on-call consultants to in-house staff did not result in a decrease in contract capacity (example: corridor crossing strategy on todays agenda)
- 2) The BEMU contract is trending at least six months late.
- 3) The Allocation for Diridon environmental clearance shows an allocation of \$41M (\$35M RM3 + \$6M VTA 2016 Measure B) but the budget for environmental clearance is only \$21.1M so the question is what happened to the "missing" \$19.9M?

The answer is located in the January 22 2026 VTA Finance, Audit & Administration

8. [Diridon Station Redevelopment Project - Capital Project Augmentation and grant award acceptance](#)

which reads a follows:

***The environmental phase of the Diridon Station Redevelopment Project is estimated to cost \$41 million. Of this amount, \$6 million from 2016 Measure B is already appropriated in VTA's FY26 and FY27 budgets. The remaining \$35 million is expected to be funded by RM3.***

***To fully fund the environmental phase and accept the RM3 contribution, the VTA Board must approve a \$41 million increase to the Diridon Station Redevelopment Project (P-0989) appropriation. Because RM3 funds from MTC are provided on a reimbursement basis, VTA did not have an appropriation in its capital budget when MTC approved the allocation. This action is needed to formally appropriate the RM3 funds.***

***The additional funding will support the full environmental clearance effort. A portion will reimburse Caltrain for environmental consulting, staffing, and related costs. The remainder will be used by VTA to advance funding, coordination, and advocacy activities necessary for the environmental phase.***

***The current budget for Project P-0989 is \$17,848,580. With the proposed \$41,000,000 increase, the total project budget would become \$58,848,580.***

## Parameters



- Process CEQA/NEPA combined
- Environmentally clear all projects in the Diridon Program
- Three-year contract plus two 1-year extensions
- Budget: \$21.1M

## May 2025 Steering Committee Approval



- FY2025-2028 project budget (\$41M)
- State and Federal environmental review of Diridon Program
- Caltrain as owner of station serve as local lead agency for environmental review
- Discussion to expedite estimated 3 - 4 year timeframe

	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

25-12
\$4,150,000
\$6,228,400
\$18,000,000
\$40,000,000
\$8,000,000
\$50,000,000
\$5,600,000
\$42,000,000
\$55,000,000
\$52,500,000
\$80,000,000
\$361,478,400

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [cacsecretary \(@caltrain.com\)](#)  
**Subject:** Transport for London did NOT fire Cubic  
**Date:** Thursday, February 5, 2026 11:43:49 AM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders. Question to Gemini: "did tfl fire Cubic?"

Answer:

No, **Transport for London (TfL)** did not "fire" **Cubic Transportation Systems** in the sense of an immediate termination for cause. Instead, Cubic lost the bidding process for a massive new **£1.5 billion (\$2 billion)** revenue-collection contract, known as **Project Proteus**, to the Spanish firm **Indra Group**.

Here are the key details of the transition:

**Contract Loss:** In late 2025, TfL selected **Indra Group** over Cubic (the long-term incumbent) to manage London's fare collection systems, including **Oyster** and **contactless payments**.

**Legal Battle:** Cubic filed a lawsuit to challenge the decision, claiming the bidding process was unfair and that they had actually submitted a lower bid.

**Court Ruling:** On **January 15, 2026**, the **High Court** lifted a suspension that had been blocking the new deal, allowing TfL to officially sign the contract with Indra.

**Transition Period:** While Indra has been awarded the new seven-year contract, Cubic's current service agreement was previously extended and is expected to continue until the new systems are fully operational, likely through **August 2026**.

Cubic has been TfL's primary ticketing partner since the introduction of the Oyster card in 2003. Their loss of this contract is considered a major shift for London's transit infrastructure.

**From:** [Adrian Brandt](#)  
**To:** [Roland Lebrun](#)  
**Cc:** [Board \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#)  
**Subject:** Re: Transport for London did NOT fire Cubic  
**Date:** Thursday, February 5, 2026 11:55:59 AM

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Some people who received this message don't often get email from adrian.brandt@gmail.com. [Learn why this is important](#)

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**Question for ChatGPT:** “Was Transport for London, aka TfL, in any way unsatisfied with Cubic as its contactless ticketing provider?”

**Response:**

[https://chatgpt.com/s/t\\_6984f537b61481918a7b03e8ef4f7eb0](https://chatgpt.com/s/t_6984f537b61481918a7b03e8ef4f7eb0)

Yes — Transport for London (TfL) did have significant issues with Cubic as its contactless and Oyster ticketing provider, and those problems appear to have contributed to TfL’s decision not to continue with Cubic for the next contract. Here’s a clear summary based on the latest reporting:

## 1. Contract Replacement After Long Partnership

TfL recently awarded its revenue-collection and ticketing contract — covering Oyster and contactless payments — to Indra Group, replacing Cubic Transportation Systems after more than two decades of Cubic managing the system.

## 2. Tender Performance Issues Highlighted by TfL

In legal proceedings related to Cubic’s challenge of the contract award, TfL strongly criticized Cubic’s bid performance. Official court filings (reported in industry press) reveal that:

- TfL contended Cubic failed key technical requirements in the tender process.
- TfL argued it could have rejected Cubic’s bid on multiple grounds even without the formal technical failure.

This response from TfL suggests dissatisfaction with Cubic’s ability to meet the requirements for the next-generation system.

### 3. Underlying Industry Context

TfL invited new bids partly because its existing contract with Cubic (extended due to supply-chain delays) was approaching expiry and the authority wanted a more modern back-office billing and revenue system capable of evolving with digital and account-based ticketing trends.

### 4. Cyberattack & Operational Challenges

While not directly attributed to Cubic's fault, TfL's contactless system was affected by a major cyberattack in 2024, and such events likely added to pressure to modernize and rethink contract arrangements.

#### Bottom Line

- TfL's public statements on Cubic have remained courteous about past service.
- However, behind the scenes, the authority clearly believed Cubic was not the best fit for its future ticketing ambitions.
- This is evidenced by TfL's criticisms in contract litigation and by choosing a different provider for the next long-term contract.

If you'd like, I can also pull specific language from TfL's contract procurement documents or the legal filings to show exactly what performance or capability concerns were cited.

On Thu, Feb 5, 2026 at 11:43 Roland Lebrun <[ccss@msn.com](mailto:ccss@msn.com)> wrote:

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Answer:

No, **Transport for London (TfL)** did not "fire" **Cubic Transportation Systems** in the sense of an immediate termination for cause. Instead, Cubic lost the bidding process for a massive new **£1.5 billion (\$2 billion)** revenue-collection contract, known as **Project Proteus**, to the Spanish firm **Indra Group**.

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**To:** [cacsecretary \[@caltrain.com\]](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Using Zoom's AI Companion to generate a summarized CAC meeting report  
**Date:** Thursday, February 5, 2026 3:03:16 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 Chair Leung,

Please consider directing staff to enable Zoom's AI companion to automatically generate a summarized CAC meeting report at the end of future CAC meetings.

[https://support.zoom.com/hc/en/article?id=zm\\_kb&sysparm\\_article=KB0058013](https://support.zoom.com/hc/en/article?id=zm_kb&sysparm_article=KB0058013)

Please note that this feature can be automatically enabled as follows:

[https://support.zoom.com/hc/en/article?id=zm\\_kb&sysparm\\_article=KB0057960](https://support.zoom.com/hc/en/article?id=zm_kb&sysparm_article=KB0057960)

Thank you for your consideration

Roland Lebrun

**From:** [Molly Burke](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [Navdeep Dhaliwal](#); [Bradley Dunn](#); [Mark Nagales](#)  
**Subject:** RE: BART Board Workshop on Thursday, February 12 - Meeting Materials  
**Date:** Thursday, February 5, 2026 3:15:03 PM  
**Attachments:** [image001.png](#)

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Good afternoon Caltrain Board Members and Staff:

As a follow up to my email earlier this week about the upcoming BART Board Workshop on Thursday February 12, please find below a link to the final materials.

The information included provides the most detailed specifics released to date outlining what an "Alternative Service Framework" would look like if a November 2026 ballot measure fails and no other operating revenue source is identified.

No action will be taken by the Board at the workshop. Staff plan to return to the Board on February 26, having taken their feedback from the workshop into account, with a resolution to adopt an "Alternative Service Framework." This is a necessary step to educate the public about what is at stake if operating funding is not secured and to plan for worst-case scenarios.

Thank you for your continued partnership as we navigate this unprecedented moment.

[San Francisco Bay Area Rapid Transit District - Meeting of Board of Directors on 2/12/2026 at 9:00 AM](#)

**Molly M. Burke**

Principal Representative, Government & Community Relations  
San Francisco Bay Area Rapid Transit District (BART)  
2150 Webster Street, 10th floor | Oakland, CA 94612  
510-464-6172 office | 510-915-7968 cell



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**From:** Molly Burke

**Sent:** Tuesday, February 3, 2026 4:54 PM

**To:** Board@caltrain.com

**Cc:** DhaliwalN@caltrain.com; Bradley Dunn <bradley.dunn@bart.gov>; Mark Nagales

<mark.nagales@bart.gov>

**Subject:** BART Board Workshop on Thursday, February 12

Dear Caltrain Board of Directors and staff,

BART is hosting our annual Board Workshop on Thursday, February 12<sup>th</sup> beginning at 9 am. As part of the workshop, our Board of Directors asked for detailed plans on an Alternative Service Framework if a November 2026 ballot measure fails and no other operating revenue source is identified. To develop this Framework and create a balanced budget, BART staff evaluated multiple aspects of BART service (e.g., routes, stations, headways, peak, evening and weekend service) and did the difficult work of calculating the service and staff reductions needed and support services cuts required to close the projected FY27 \$376M deficit.

BART staff will post the workshop materials on Thursday, February 5. The materials will outline very specific details, including naming stations that would need to be closed due to a lack of operating funds and the phased approach to triggering further cuts. This planning is a necessary and prudent step in preparing for a variety of financial scenarios and educating the public and stakeholders. More risk analysis is required, and the scenarios will continue to evolve. As soon as materials are available to the Board, we will share them with you.

The agenda for the workshop is:

1. 2026: A Defining Year for BART
  - a. The importance of BART to the region
  - b. Fiscal year 2027 budget strategy
  - c. Timeline lookahead at key milestones and board actions
2. Connect Bay Area Measure Fails FY27 Strategy
  - a. Budget framework and phasing approach
  - b. Service reductions and non-service budget actions
3. Grow Ridership and Build Confidence
  - a. Financial stability: efficiencies and cost savings
  - b. The New BART has arrived: focus on the customer

We welcome your participation in the workshop. You may join in person (2150 Webster Street, Oakland, CA 94612) or via Zoom videoconferencing (<https://us06web.zoom.us/j/89025424156>)

Written comments may be addressed to the BART Board in advance via email to [Board.Meeting@BART.gov](mailto:Board.Meeting@BART.gov), using “public comment” as the subject line, before 3:00 p.m. on Wednesday, February 11<sup>th</sup>.

**Molly M. Burke**

Principal Representative, Government & Community Relations  
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