



JPB Citizens Advisory Committee
Meeting of April 15, 2026

Correspondence as of April 14, 2026

Subject

1. March 19 MM & CP Meeting Item 8 Caltrain at-grade crossing safety funding misappropriation
2. Feedback on South County Connector Survey and Service Frequency
3. Concerns Regarding Boarding Process at 4th & King Station
4. Another Idea for Platform Decals
5. Item 8 Approve a Two-Year Professional Services Contract with HNTB Corporation

From: Roland Lebrun
To: Balfao, Elaine [board.secretary@vta.org]
Cc: Board ([@caltrain.com]); cacssecretary ([@caltrain.com]); citycouncil@morganhill.ca.gov; greg.bozzo@cityofgilroy.org; dion.bracco@cityofgilroy.org; tom.dine@cityofgilroy.org; terence.fugazzi@cityofgilroy.org; zachary.hilton@cityofgilroy.org; carol.marques@cityofgilroy.org; kelly.ramirez@cityofgilroy.org
Subject: March 19 MM & CP Meeting Item 8 Caltrain at-grade crossing safety funding misappropriation
Date: Wednesday, March 18, 2026 3:43:36 PM
Attachments: image.png

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Dear Chair Sell and Committee Members,

The intent of this email is to bring to your attention a misappropriation of 2016 Measure B Caltrain Corridor Capacity Enhancements funds earmarked for Morgan Hill and Gilroy to a grade-crossing safety pilot program in Palo Alto and request that the funding for this pilot program originate from the Caltrain Grade Separation category earmarked for Sunnyvale, Mountain View and Palo Alto instead.

Background:

In 2016, the voters of Santa Clara County approved Measure B to "*increase Caltrain capacity, in order to ease highway congestion*" and "*improve safety at crossings*" <https://www.vta.org/sites/default/files/2025-08/2016%20Measure%20B%20Ballot.pdf> (PR-8405-1ENG)

This resulted in VTA establishing two separate cost categories: "*Caltrain Grade Separation; Caltrain Capacity Improvements*" as follows: <https://www.vta.org/sites/default/files/2025-08/2016%20Measure%20B%20Ballot.pdf> (PR-8405-1ENG)

- "*Caltrain **Grade Separation**—Estimated at \$700 Million of Program Tax Revenues in 2017 dollars.*"

"*To fund grade separation projects along the Caltrain corridor in the cities of **Sunnyvale, Mountain View, and Palo Alto**, separating the Caltrain tracks from roadways to provide increased safety benefits for drivers, bicyclists, and pedestrians and also reduce congestion at the intersections.*" <https://www.vta.org/sites/default/files/2025-08/2016%20Measure%20B%20Ballot.pdf> (PR-8405-2ENG)

- "*Caltrain Corridor **Capacity Improvements**—Estimated at \$314 Million of Program Tax Revenues in 2017 dollars.*"

"*To fund Caltrain **corridor capacity improvements and increased service in Santa Clara County** in order to ease highway congestion, including: **increased service to Morgan Hill and Gilroy**, station improvements, level boarding, extended platforms, and service enhancements.*" <https://www.vta.org/sites/default/files/2025-08/2016%20Measure%20B%20Ballot.pdf> (PR-8405-2ENG)

The Issue:

The staff report wrongly characterizes "At-grade safety improvements" as "*improving Caltrain operations and corridor capacity by reducing the risk of conflicts between road and rail traffic.*" https://santaclaravta.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=4663&MediaPosition=&ID=10147&CssClass= (Executive Summary).

Conclusion

Please consider directing staff as follows:

1. Allocate \$1.95M to this project from the 2016 Measure B Caltrain Grade separation category.
2. Comply with the 2016 Measure B Ballot language as approved by the voters of Santa Clara County when preparing future allocations for review by VTA oversight committees.

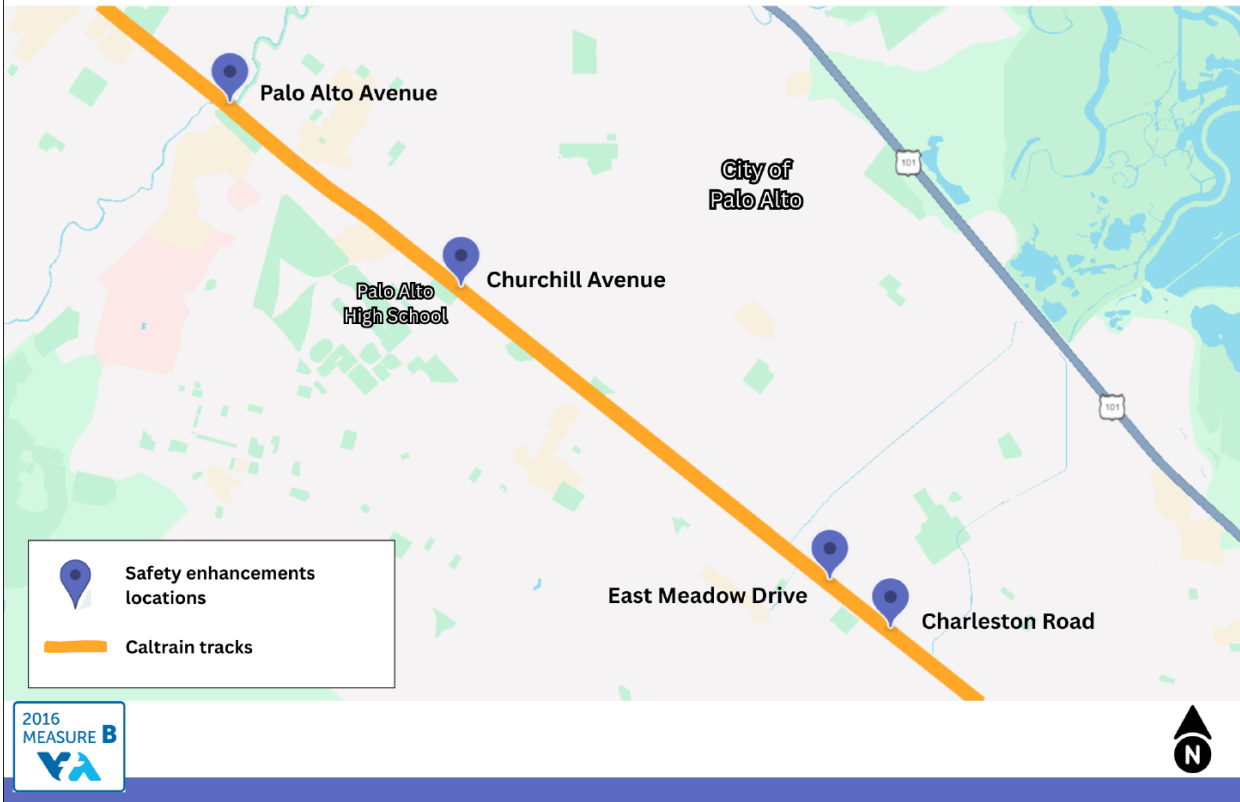
Thank you in advance for your consideration

Roland Lebrun

CC

Caltrain Board
Caltrain CAC
City of Morgan Hill Mayor and City Council
City of Gilroy Mayor and City Council

At-Grade Crossing Safety Enhancements Pilot Project



From: [Colin James](#)
To: [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])
Subject: Feedback on South County Connector Survey and Service Frequency
Date: Thursday, March 19, 2026 7:35:32 AM

You don't often get email from colin.james22@gmail.com. [Learn why this is important](#)

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Dear Citizens Advisory Committee,

I am writing to provide feedback on the recent survey regarding potential changes to the South County Connector morning service.

I want to start by saying that I am a long-time Caltrain rider and a strong supporter of the system. When I previously lived in San Mateo, I rode Caltrain daily. More recently, I made the decision to move to Morgan Hill as my family expanded, and one of the key factors in that decision was the availability of Caltrain service. Today, I commute from Morgan Hill to Mountain View and pay \$258 per month for that service.

I also work in local government as a Recreation Manager and regularly rely on surveys and community input to inform decisions. I understand how challenging it can be to balance competing needs, gather meaningful feedback, and make service decisions within real constraints. With that perspective in mind, I wanted to share some candid feedback.

I found the structure of this survey to be frustrating and not very useful for providing meaningful input.

The survey asks riders to evaluate replacing an existing train with a new departure time, but it does not clearly identify which train would be removed or how the full schedule would be impacted across all stations. Without that information, it is not possible to make an informed decision. For many riders, even small changes in departure times can significantly disrupt work schedules, childcare arrangements, and daily routines. These are not flexible variables.

Additionally, the survey forces respondents into a limited set of choices that do not reflect how riders actually think about service changes. There is no option to indicate that the proposal depends on which train is being replaced, or that maintaining existing options is critical. As a result, the feedback collected may not accurately represent rider needs.

More importantly, the premise of replacing trains rather than adding service is concerning. For South County riders, the core issue is not choosing between slightly different departure times in the morning. The issue is having enough reliable options throughout the day to make the system workable.

There is a clear need for increased frequency, both in the morning and in the afternoon and evening commute periods. Replacing one train with another simply shifts the inconvenience from one group of riders to another. It does not improve the overall service or create the flexibility that riders need.

If the intent of the survey is to understand rider preferences, I would suggest a different

approach. Rather than asking riders to choose between broad outcomes, each proposed schedule change should be presented individually with a simple yes or no response. For example, a question could be framed as: “Would you ride a train departing Gilroy at approximately 7:50am?” Yes or No. This type of question would allow Caltrain to gather more precise, actionable data and better understand which changes are viable and which are not.

Changing established train times can have a significant negative impact on riders who have built their daily routines around the current schedule. What riders in South County need is more options and greater frequency across the full commute window, not fewer.

I strongly encourage Caltrain to revisit both the structure of this survey and the underlying approach to service changes. Providing clearer, more complete information and focusing on expanding service rather than redistributing it would result in more meaningful input and better outcomes for riders.

I appreciate the opportunity to provide feedback and hope it is taken into consideration as future decisions are made.

Sincerely,

Colin James
colin.james22@gmail.com
(408)781-4087

From: [Peter Rigano](#)
To: [Board \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Concerns Regarding Boarding Process at 4th & King Station
Date: Wednesday, April 8, 2026 8:34:36 AM

You don't often get email from peter.rigano@gmail.com. [Learn why this is important](#)

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Dear Members of the Caltrain Board and CAC,

I am writing to express my dissatisfaction with the current boarding process at the San Francisco 4th and King station.

I have been a regular Caltrain rider for over 16 years, and this appears to be a recent change that has significantly degraded the boarding experience during peak morning hours.

I typically ride the 510 Express in the morning. The practice of having only two conductors check tickets at the platform entrance is inadequate for the volume of passengers boarding a rush-hour train. As a result, a line frequently forms across the length of the station. This morning, when I arrived at 8:12 AM, the line was already spilling out onto the sidewalk on King Street.

In practice, this process is also ineffective. Approximately five minutes before departure, conductors stop checking tickets and allow all remaining passengers to board in order to avoid delaying the train or leaving riders behind. This creates a bottleneck that is both frustrating for passengers and operationally inconsistent, as the ticket-checking step is ultimately abandoned.

This approach also differs from boarding procedures at other stations, adding to the confusion and inconsistency for regular riders.

I encourage you to reevaluate this process and consider more efficient boarding procedures that better reflect peak demand and improve the passenger experience at this critical terminal station.

Thank you for your time and attention to this matter.

Best regards,
Peter Rigano

From: [Brian Silverman](#)
To: [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com])
Subject: Another idea for platform decals
Date: Thursday, April 9, 2026 5:08:24 PM

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Hi CAC,

I had another idea (unfortunately after submitting my responses to the R.I.D.E. survey about platform decals, hopefully this gets to the right people).

I think the boarding process could be improved by adding decals similar to the bicycle ones at the locations of all other doors with boarding reminders. Maybe a red background with "KEEP CLEAR UNTIL PASSENGERS HAVE EXITED. MOVE AFTER BOARDING TO ALLOW OTHERS TO BOARD" facing boarding riders and "KEEP MOVING TO ALLOW OTHERS TO EXIT" for exiting riders, with arrows to indicate an expected path away from the train perpendicularly until they're out of the path of entering riders?

Having consistent paths for exiting riders seems like it would reduce conflicts between entering riders trying to stay out of the way vs exiting riders trying to walk in every direction. I'm always unsure which direction other people will go, which means me and everybody else end up in others' way, which contributes to slower boarding.

Thanks,
Brian Silverman

From: [Roland Lebrun](#)
To: [SFCTA Board Secretary](#)
Cc: [SFCTA CAC; Board \(@caltrain.com\); cacsecretary \[@caltrain.com\]; MTC Commission](#)
Subject: Item 8 Approve a Two-Year Professional Services Contract with HNTB Corporation
Date: Monday, April 13, 2026 4:57:43 PM
Attachments: [Item 8 Approve a two-year contract with HNTB for the PAX Bridging Study.pdf](#)

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Dear Chair Melgar,

Please find attached a letter substantiating and elaborating on the comments I made at the March 25 CAC meeting

Thank you in advance for your consideration

Roland Lebrun

SFCTA April 14 2026, Board Meeting

Item 8 Approve a Two-Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,050,000 for Consulting Services for the Pennsylvania Avenue Extension Bridging Study

Dear Chair Melgar,

The intent of this letter is to substantiate and elaborate on the comments I made at the March 25 CAC Meeting (<https://www.sfcta.org/sites/default/files/2026-04/SFCTA Board Item3 CommunityAdvisoryCommitteeReport 2026-04-14.pdf> page 7 which read as follows:

“HNTB, the selected contractor, previously contributed to significant project issues, including cost increases, challenges with Union Pacific, and inflated estimates on multiple rail projects. He explained that in his upcoming letter to the Board of Supervisors, he would describe potential construction methods, which he asserted could include a trench from Cesar Chavez Street to 22nd Street and over \$2 billion in cost to extend to 7th Street and connect to The Portal.”

Background

In January 2015, I alerted the VTA to a ground freezing failure that had resulted in a sinkhole on 4th Street during the construction of one of the five emergency evacuation cross-passages between the Central Subway twin-bore tunnels (<https://abc7news.com/post/sf-crews-work-to-repair-sinkhole-above-central-subway/457610/>)

This incident led VTA to award a **\$1M study contract to HNTB** to evaluate the feasibility of a 45-ft diameter single bore design to replace **the previous twin-bore design which had a cost estimate of \$4.7B at the time.**

https://www.vta.org/sites/default/files/documents/VTA_BSV_PII_SBS_Single_Bore_Tunnel_Technical_Studies.pdf

Please note that this study is nearly identical to what the SFCTA Board is being asked to approve today.

In October 2017, VTA awarded the contract for Program Management Team (PMT) services for the BART Silicon Valley Phase II Extension (BSVII) project to an **HNTB/WSP Joint Venture**

- **May 2021:** The FTA released a risk analysis calculating a potential "upper bound" cost of **\$9.148 billion**.
- **Late 2022/Early 2023:** VTA submitted a funding plan based on a cost of **\$9.318 billion** for the FTA "New Starts" program, including updated financing costs and inflation.
- **October 2023:** The projected cost was updated to **\$12.2 billion**.
- **2024–2025:** The project cost further increased to an estimated **\$12.7 billion** to **\$12.8 billion**.

VTA will terminate the HNTB/WSP Joint Venture at the May 14 BSVII Oversight Committee

Upcoming Board & Committee Updates



- April 9 BSVII Oversight Committee
 - Cost Reporting
 - Early Work & Pre-Tunneling Construction Overview
 - Funding Update
- May 7 VTA Board Meeting
 - Project Update
- May 14 BSVII Oversight Committee
 - Program Management Services Contract Award
 - Tunneling Options Update



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<https://santaclaravta.iqm2.com/Citizens/FileOpen.aspx?Type=4&ID=14554&MeetingID=4553> (slide 19)

Respectfully presented for your consideration

Roland Lebrun

