JPB Citizens Advisory Committee
Meeting of September 16, 2026

Correspondence as of September 15, 2026

#	Subject
1.	The Bayshore Elevator - again
2.	Measure B Oversight Committee Item 3 Public comment
3.	MTC Executive Committee Item 5.a Strategic Update & Look ahead
4.	Request for Review of Caltrain Stroller Policy
5.	Item 7.14. 2016 Measure B Caltrain Corridor Capacity Program Category Expenditure Plan FY2027 to FY2031

From: C Florkowski
To: cacsecretary [@caltrain.com]
Cc: cacsecretary [@caltrain.com]
Subject: The Bayshore Elevator - again
Date: Thursday, August 20, 2026 11:40:10 AM

(This message is to document my public comments offered to the August 19th CAC meeting.)

On Sunday, August 16th, a friend and I took Caltrain with our bikes from SFK to the Bayshore Station. We boarded the 616 and I dutifully checked the alerts to ensure there were no issues with the Bayshore elevators. When we got to the Bayhsore station, the southbound elevator was at the platform level. Pressing the call button initially did nothing. I gave the door a pound – and it opened. We got in and went to the 2nd level. When we got to the 2nd level, the door would not open, we tried giving the door a bang, but no luck. We tried going back down. Still the door would not open. I called the Dispatch number and they said they would send someone out. While waiting for help to arrive, we tried to get the door open. During this time, the elevator lurched once and seemed to drop a few inches. (We couldn't verify the distance of the drop as the glass in that door was recently replaced with solid steel and we had no frame of reference.) Just as the fire department arrived, the elevator door swung open. We'd been in there for nearly 25 minutes. (The 618 pulled into the Bayshore Station just as we walked out from the northbound platform, so that time estimate is not exaggerated.)

Being stuck in an elevator for that long was bad enough. What made this situation worse was the comment from one of the rescue team that this was *the fourth time they'd been called out to the station in the last week*.

That Caltrain continued to view the elevator as operational after even one, but in this case three stuck passenger incidents, is disappointing. Especially disappointing given the failure history that the Bayshore elevators have.

The friend who accompanied me will never use the Bayshore station again. And I confess this incident has amplified my own Bayshore elevator PTSD.

Caltrain really needs to finally fix the Bayshore elevators. What will it take?

thank you,
~Chris Florkowski

From:	Roland Lebrun
To:	Baltao, Elaine [board.secretary@vta.org]
Cc:	Board (@caltrain.com); cacsecretary [@caltrain.com]; citycouncil@morganhill.ca.gov; allcouncilmembers@cityofgilroy.org; MTC Commission
Subject:	Measure B Oversight Committee Item 3 Public comment
Date:	Tuesday, August 25, 2026 2:14:44 AM
Attachments:	August 26 MBCOC Item 3 Public Comment.pdf

Dear Chair Pfendt and Committee members,

Please find attached a letter outlining the latest batch of 2016 Measure B Caltrain capacity misappropriations and consider directing staff to reroute these funds to provide some kind of viable alternative to the 145,000 vehicles going through Morgan Hill every day.

Thank you in advance for your consideration.

Roland Lebrun

PS Please note that I will not be able to attend this meeting because it conflicts with the MTC Commission in San Francisco.

Dear Chair Pfendt and Committee Members

This letter is intended to inform the MBCOC that the rampant misappropriation of $300M in 2016 Measure B Caltrain Corridor Capacity continues unabated.

2016 Measure B Caltrain Corridor Capacity Improvements Program Expenditure Plan FY2027 to FY2031

Mobility Management & Capital Programs Committee
August 2026

Valley Transportation Authority

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2016 Measure B Caltrain Corridor Capacity - Recap

- According to the Program Guidelines, the purpose of the Caltrain Corridor Capacity Improvements category is:

  "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**
  - **Service enhancements."**

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Specifically, the above two slides from the August Mobility Management & Capital Programs Committee clearly spell out the Ballot Language as approved by the voters of Santa Clara County.

Moving on to 2016 Measure B Caltrain Corridor Capacity Improvements Program: Caltrain FY27 to FY31 Funding Needs in Santa Clara County (below) it is clear that at-grade crossing enhancements, CCTV at stations and “Station Experience and Access Program” cannot possibly have anything to do with “Corridor capacity enhancements” let alone “increased service”.

Projects	Anticipated total project cost ($M)	Anticipated total 2016 MB need ($M)	Anticipated Budget Need					
			FY27	FY28*	FY29*	FY30*	FY31*	En
At-grade Crossing Baseline Safety Enhancement Program	$ 2.75	$ 0.50	$ 0.50					
At-grade Crossing Advanced Safety Enhancement Program	$ 200.00	$ 55.00		$ 15.00	$ 15.00	$ 15.00	$ 10.00	
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TOTAL	$ 216.75	$ 88.20	$ 2.70	$ 28.90	$ 18.20	$ 18.50	$ 13.50	

*Allocations may be approved during the biennial budget process as BOD-adopted project readiness criteria are met

Please consider directing staff to comply with the wishes of the voters and reallocate these precious funds back to address the issue of 145,000 daily vehicles going through Morgan Hill every day.

Thank you in advance for your consideration

Roland Lebrun

From:	Roland Lebrun
To:	MTC-ABAG Info
Cc:	Board (@caltrain.com); cacsecretary [@caltrain.com]; info@tjpa.org; TJPA CAC; CHSRA Board; BART Board; SFCTA Board Secretary; SFCTA CAC; Baltao, Elaine [board.secretary@vta.org]; allcouncilmembers@cityofgilroy.org; citycouncil@morganhill.ca.gov; ccjpaboard@capitolcorridor.org
Subject:	MTC Executive Committee Item 5.a Strategic Update & Look ahead
Date:	Tuesday, August 25, 2026 2:58:46 AM
Attachments:	Gilroy to Emeryville concession.pdf

Dear Chair Noack and Commissioners,

Further to VTA and Caltrain having both rejected Executive Director Fremier's offer to establish a Regional Megaproject Delivery Authority, please find attached an alternate proposal for MTC to partner with the private sector to deliver $20B of megaprojects in 10 years under a 50-year concession framework between Gilroy and Emeryville.

Please consider directing staff to review this proposal and report back to the Board at the next Commission workshop.

Thank you in advance for your consideration

Roland Lebrun

Problem Statement

Gilroy-San Francisco partner agencies have a systemic track record of poor coordination, weak governance and/or lack of financial oversight of large capital projects.

- **VTA**
    - Bart Silicon Valley Phase I **$1.1B over $2.4B budget** (subject to audit)
    - Bart Silicon Valley Phase II cost **escalation from $4.7B to over $14B**
    - Eastridge to BART Regional Connector (EBRC**) escalation from $316M to $530M**
    - **Failure to double-track to Gilroy as approved by the voters (2000 Measure A)**

- **Caltrain**
    - Broadway Grade Separation **escalation from $316M to $889M**
    - Guadalupe River Bridge **escalation from $92.6M to $236M**
    - **$2.7B Caltrain electrification ($1.1B over $1.6B budget)**
    - **$75M annual operating deficit**
    - Lack of single-seat rides between Gilroy and SF results in **145K vehicles going through Morgan Hill every day**

- **TJPA**
    - **$6.35B/mile** Downtown Extension ("The most expensive tunnel in the World")
    - **No plausible connection to East Bay**
    - Truncated platforms cripple HSR operating profit viability (**Prop1A violation**)
    - Truncated platforms cripple Caltrain storage capacity
    - **No plausible transfers to MUNI light rail**
    - Decade-long DTX construction impacts on SOMA infrastructure.
    - **$52M ($28M+$24M) annual operating deficit**

- **California High Speed Rail Authority (CHSRA)**
    - 2026 "Business Plan" quadrupled initial (French) $33B cost estimate
    - 2026 "Business Plan" Ends in Gilroy
    - Cannot possibly be operated without subsidy (**Prop1A violation**)

-

Proposed solution for MTC staff and Commissioner consideration

A partnership between MTC and a private sector partner with a proven track record of :

- Delivering capital projects in excess of $10B on time and on budget
- Operating the finished product as a concession without operating subsidies.
- **Financial capacity to invest $5B (25%) in a $20B project**

Proposed Project

$20B "higher speed" (110 MPH) line between Gilroy and Emeryville delivered in 10 years and consisting of the following elements:

- 50-year operating concession (necessary to recover $5B private capital investment)
- $250M Gilroy maintenance facility
- $500M Gilroy Caltrain/HSR station
- $4B San Jose Diridon
- $500M Dumbarton/North Fair Oaks (**Mid-Peninsula overtake**) station
- $2B Millbrae/SFO station
- **$2B Pennsylvania Avenue (PAX)/Portal (DTX)**
- **$8B Transbay tunnel** (including Yerba Buena Island crossover shaft)
- $250M Emeryville maintenance facility
- $2.5B track/systems
- **Fixed price**
- Concessionaire is accountable to private investors for cost overruns, not taxpayers
- **Concessionaire returns all assets back to MTC/Caltrain after 50 years**

Regional Benefits

- $2B annual economic activity during construction (first 10 years)
- $500M annual economic activity for the next 40 years

$20B Funding framework (including 10% contingency)

- $5B Private capital
- $5B Federal Expedited Project Delivery grant (EPD)
- $5B Local
- $5B State

Annual Revenues

- $200M track O&M (former TASI contract)
- $100M PAX+DTX+LINK21 O&M
- $100M Maintenance (Gilroy and Emeryville Facilities)
- $TBD (leases etc.)

MTC Responsibilities

- Concession enabling legislation
- Lobby for extension of Surface Transportation Bill funding
- Inventory assets to be turned over to the concession
- Environmental clearance
- FFGA
- Cash flow management
  - $2B annually for 10 years
  - All parties deposit $500M each before signing the concession agreement
  - All parties deposit $500M each before the start of construction
  - All parties commit to $500M each annually for the next 8 years.
  - $4B in cash at start of construction

Concessionaire responsibilities

- **100% of core delivery and operational risks** including:
  - **Project Financing**: Secure $5B private capital investment
  - **Design and Civil Engineering Supervision**
  - Manage study, design, and regulatory approval stages
  - **Land and Survey Management**: Oversee geotechnical surveys, preventive archaeology, land acquisitions, and required property diversions ahead of infrastructure work.
  - **Environmental Mitigation**: Carry out strict socio-environmental mandate Biodiversity and Carbon Foundations.
  - **Operational Handover**: Coordinate the successful installation and testing of tracks, power, signaling, and telecommunications to deliver the infrastructure on time and on budget
- **Post-Delivery Lifecycle Responsibilities**
  - **Commercial Traffic Risk**:
    - Collect track-access toll fees from Caltrain, Capitol Corridor, etc.
    - **Bear all commercial traffic risks if rail ridership changes**.
  - **Maintenance Delegation**: Ensuring the long-term safety, predictive maintenance, and real-time monitoring of the line.

Potential Future extensions

- **Emeryville to Sacramento**
- Gilroy to Hollister
- **Hollister to Fresno** (via Panoche Pass)

Private Railroad Concession Case Studies

- **Peking–Hankow Railway (Jinghan Railway):** This massive 754-mile line was Imperial China's first major north-south trunk line. Financed by French and Belgian banks through the [Société Belge de Chemins de Fer en Chine](), its construction required groundbreaking engineering feats for the era, notably the original 2-mile steel-girder bridge across the unpredictable Yellow River.

- **High Speed 1 (CTRL):** This project represents the UK's first completely new railway line built in over a century. Running 68 miles from London St Pancras to the Channel Tunnel portal, its construction was highly complex because it required boring **12 miles of twin-bore tunnels right under dense urban areas of London.**

- [**LGV Sud Europe Atlantique (LGV SEA)**](): Spanning 210 miles between Tours and Bordeaux**, this line holds the record as one of the largest European railway civil engineering undertakings of its decade**. It was delivered under a massive **50-year private concession contract** to the [LISEA Consortium](), reducing the travel time from Paris to Bordeaux down to just 2 hours and 4 minutes.

CAPEX Adjusted Cost per Mile Comparison (2026 USD)

Railway Line Construction timeline	Length in Miles	Total Cost (2026 USD)	Cost Per Mile (2026 USD)
Peking–Hankow 1897-1906	**754.3 miles**	**$979.96 Million**	**$1.30 Million / mile**
LGV SEA 2012 – 2017	**211.3 miles**	**$12.20 Billion**	**$57.75 Million / mile**
High Speed 1 (CTRL) 1998 – 2007	**68.3 miles**	**$22.03 Billion**	**$322.60 Million / mile**

The lengths and cost efficiencies converted to miles show that **High Speed 1 is the most expensive line to build per mile**, while the historical Peking–Hankow line remains the least expensive by a wide margin.

Why the Cost Per Mile Varies So Massively

The extreme differences in cost per mile across these three projects are driven by three main factors:

1. Extreme Subsurface Engineering (HS1 vs. LGV SEA)

- **Urban Tunneling:** High Speed 1 required drilling **over 12 miles of twin-bore tunnels** directly underneath dense, urban London. Tunneling through a megacity requires complex utility diversions, ground stabilization, and massive ventilation shafts, exponentially driving up the price.
- **Rural Surface Alignment:** By contrast, the LGV SEA in France was built almost entirely above ground across open, flat rural terrain, requiring very minimal tunneling and drastically lowering the baseline construction costs.

2. Land Acquisition and Property Rights

- **Modern Real Estate:** HS1 passes through prime London and South East England real estate, where buying property rights and compensating landowners costs billions. LGV SEA faced fewer property barriers, but still required modern European environmental offsets and sound barriers.

- **Imperial Right-of-Way:** During the late 1890s construction of the Peking–Hankow line, land acquisition costs in rural Imperial China were mathematically negligible compared to modern statutory property valuations.

3. Technological and Safety Eras

- **Basic Earthworks:** The Peking–Hankow line was built entirely with manual labor, simple tools, and basic earthworks designed for light steam trains traveling under 50 mph.
- **Precision High-Speed Systems:** Modern lines like HS1 and LGV SEA require heavy concrete viaducts, sub-millimeter ballastless track precision, massive power grids, advanced digital signaling systems, and extensive safety perimeter fencing to handle commercial trains safely pushing 200 mph.

Financial Structures Comparison

The financial structures and ridership profiles of these three networks reflect the stark evolution of railway economics, moving from 19th-century colonial banking to highly sophisticated modern Public-Private Partnerships (PPPs).

Railway Line	**Core Financial Structure**	**Main Revenue Source**	**Risk Allocation**
Peking–Hankow	**Foreign Colonial Debt Funding**	Passenger fares & freight tariffs	Borne by the Qing Dynasty via guaranteed sovereign bond yields.
High Speed 1 (CTRL)	**State-to-Private Modern Concession**	Track access charges & retail leases	**Shifted to the private sector** (HS1 Ltd) under a long-term lease.
LGV SEA	**Pure Public-Private Partnership (PPP)**	Access tolls paid per train-set	**Borne heavily by the private concessionaire** (LISEA Consortium).

1. Peking–Hankow Railway: Sovereign Debt Concession

The line was funded via a **112.5 million franc foreign loan** brokered by the Société Belge de Chemins de Fer en Chine. The Qing Dynasty retained formal ownership but yielded significant operational oversight and profit shares to Belgian and French financiers as collateral. The financial structure was designed to protect foreign banks, ensuring a guaranteed 5% interest return backed directly by Chinese imperial tax revenues.

2. High Speed 1 (CTRL): Regulated Infrastructure Lease

Originally funded through a mix of government grants and state-backed loans, the UK government restructured the line's finances post-completion. In 2010, the infrastructure was concessioned out on a **30-year lease to a private consortium** (re-sold later to infrastructure funds). The financial model is heavily regulated by the Office of Rail and Road (ORR). Revenue is derived from charging fixed track-access fees to train operators like Eurostar and Southeastern, alongside commercial real estate leases inside London St Pancras International.

3. LGV Sud Europe Atlantique: Pure High-Risk PPP Concession

As the largest railway public-private partnership ever signed in France, the line was built under a **50-year concession awarded to LISEA** (a consortium led by VINCI Concessions and Meridiam). **LISEA provided over half of the construction capital upfront**. In return, LISEA manages the line and collects direct track tolls from the state rail operator (SNCF). If train traffic drops, the private investors bear the direct financial loss, though market liberalization allows independent operators to start booking track time

Current Passenger Volumes

The current annual passenger utilization numbers reveal how traffic density dictates the ongoing commercial viability of these corridors:

1) Peking–Hankow Railway (Now part of the Beijing–Guangzhou corridor):
~100+ million passengers annually

While the original 1906 line has been completely absorbed into China's modern conventional and high-speed rail grids, **it remains one of the absolute busiest economic transport arteries on Earth.** It serves as a vital trunk line connecting the megacities of Beijing and Wuhan.

2) LGV Sud Europe Atlantique: 23 million passengers annually

The line has turned out to be an exceptional commercial success since its 2017 opening, carrying **more than 23 million people in 2025 alone**. The massive ridership boom was driven primarily by cutting the travel time between Paris and Bordeaux down to just over 2 hours.

3) High Speed 1 (CTRL): ~11–12 million passengers annually *(International only)*.

International Eurostar traffic hovering around 11 million yearly riders, paired with several million domestic commuters utilizing Southeastern high-speed trains, brings total track usage closer to **15–16 million total passengers**. While international demand is projected to scale up significantly over the next decade, capacity at St Pancras remains tightly bounded by post-Brexit border checkpoint space restrictions

From:	Sharon Smith
To:	Board (@caltrain.com)
Cc:	Public Comment; cacsecretary [@caltrain.com]
Subject:	Request for Review of Caltrain Stroller Policy
Date:	Monday, August 31, 2026 3:35:57 PM

Dear Caltrain Board Members:

I am writing to respectfully ask the Board to reconsider Caltrain's current policy requiring strollers to be folded while on board trains. I am making this request following a serious incident that occurred on August 11, when I was traveling with my infant daughter on Train 117 from San Mateo to San Francisco. The incident raised significant concerns for me about the safety and practicality of requiring parents and caregivers to fold and manage strollers while simultaneously caring for an infant on a moving train.

When I boarded the train at San Mateo, a Caltrain employee asked which station I was traveling to. After I answered, I was told that my baby could not remain in her stroller on the train and that I was required to fold the stroller. I explained that I was traveling alone with my infant and was therefore unable to safely fold the stroller while simultaneously holding and caring for my baby and managing our belongings.

I understand the need for Caltrain to maintain clear aisles, accessible boarding areas, and safe conditions for all passengers. However, requiring a parent who is traveling alone with an infant to fold a stroller does not account for the practical realities of caring for a baby without another adult present. In many circumstances, folding a stroller requires a parent to put down or otherwise temporarily relinquish control of the infant, while also managing bags and other belongings. That is not necessarily something a solo parent can safely do.

The situation became particularly concerning as I approached Millbrae. The door closest to where I was seated remained closed when the train stopped, and I almost missed my stop as a result. This was the same door through which I had boarded at San Mateo, and it had been functioning normally when I boarded, so this did not appear to be a door malfunction that had been present earlier in the journey.

I was therefore faced with an extremely stressful situation: I had an infant with me, an unfolded stroller, personal belongings, and a train door that did not open when I needed to exit. I had to figure out how to safely get myself and my daughter off the train while also trying not to miss our stop. Had I missed my stop, I would have been left to travel to the next station and then determine how to get back with my baby and stroller for her appointment at Mills-Peninsula.

This experience also highlighted a broader concern that I believe Caltrain should seriously consider: the current closed-stroller policy can have a discriminatory or disproportionately burdensome effect on parents and caregivers who travel alone with infants.

I am not suggesting that Caltrain intends to discriminate against parents. Rather, my concern is that a policy that applies uniformly to every passenger does not necessarily affect every passenger equally. A parent traveling with another adult may be able to fold a stroller relatively easily because the other adult can hold the baby, manage belongings, or otherwise assist. A parent traveling alone does not have that same option.

For a solo parent, the requirement to fold a stroller can create a barrier that may be difficult or even impossible to overcome safely. This means that parents who are traveling alone may effectively be placed in a different and more burdensome position than passengers who have another adult available to assist them. In practice, the policy may discourage or prevent some solo parents from using Caltrain altogether.

That is an important accessibility issue.

Public transportation should be accessible to everyone, including parents and caregivers traveling with infants. Not every family has access to a vehicle, and for many families, public transportation is not merely a convenience. Caltrain may be essential for getting to medical appointments, childcare, work, school, and other necessary destinations.

A stroller is likewise not simply a convenience when traveling with an infant. It can be an important, and sometimes necessary, means of safely transporting a baby, particularly when a parent is carrying additional belongings or traveling a significant distance. Asking a solo parent to fold that stroller without providing a safe and practical alternative does not adequately recognize those circumstances.

I believe there is a reasonable middle ground between maintaining passenger safety and accommodating families with young children. Specifically, I ask Caltrain to consider revising its policy to allow parents and caregivers to use an unfolded stroller during off-peak periods when there is adequate space in the train car, provided that the stroller does not obstruct aisles, doors, emergency exits, or designated accessible areas, and other passengers. This approach would recognize the realities of traveling with an infant while still giving Caltrain the ability to prioritize safety during crowded periods.

It also seems particularly reasonable given the newer Caltrain trains and the varying levels of available space throughout the day. A policy that permits an unfolded stroller when there is sufficient room would make the system considerably more accessible to families without necessarily compromising the safety or comfort of other passengers.

At a minimum, I would ask Caltrain to clarify what a parent traveling alone with an infant is actually expected to do when they physically cannot fold their stroller while simultaneously and safely caring for their child. If the policy requires the stroller to be folded regardless of circumstances, what accommodation or alternative does Caltrain provide for a solo parent in that situation?

I would also encourage the Board to consider this question from an accessibility and equity perspective: Is a policy truly accessible if complying with it requires a solo parent to perform an action that they cannot safely perform while caring for their infant?

Families should not have to choose between safely transporting their children and being able to use public transportation.

I hope Caltrain will take both my experience on Train 117 and the broader policy issue seriously. I respectfully request that the Board review the current stroller policy with particular consideration for solo parents and caregivers, and evaluate whether an off-peak exception or other reasonable accommodation could be implemented when adequate space is available.

I would appreciate a response regarding clarification of Caltrain's expectations for solo parents traveling with infants, and information about whether Caltrain is willing to review its current stroller policy.

Thank you for your attention to this important issue. I hope Caltrain will work toward a policy that protects passenger safety while also ensuring that parents, including those traveling alone with infants, can meaningfully access and rely upon the system.

Sincerely,
Sharon Smith

From: Roland Lebrun
To: Baltao, Elaine [board.secretary@vta.org]
Cc: Board (@caltrain.com); cacsecretary [@caltrain.com]; citycouncil@morganhill.ca.gov; allcouncilmembers@cityofgilroy.org; MTC Commission
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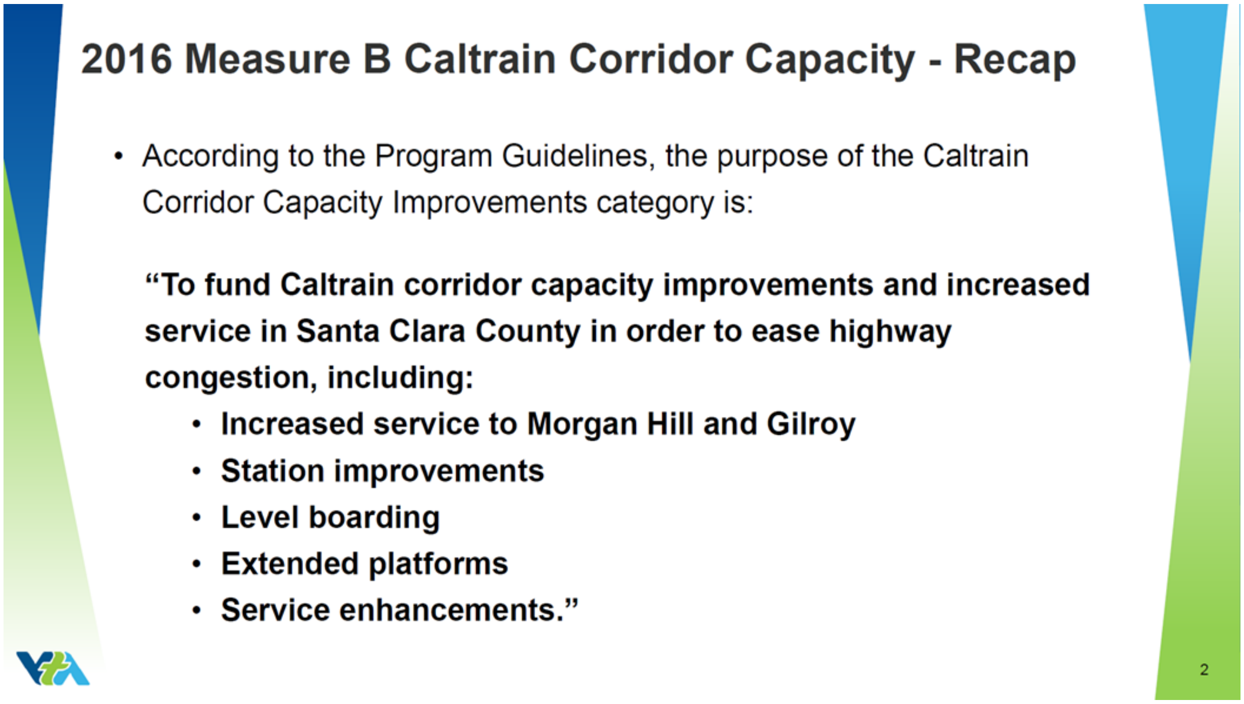

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