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## SFCTA October 8 Board Item 3 CAC Report

1 message

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**Roland Lebrun** <ccss@msn.com>

Sun, Oct 6, 2024 at 11:41 PM

To: Clerk of the Transportation Authority <clerk@sfcta.org>

Good morning Amy,

See attached for edits of the CAC meeting minutes, including attachment and forward to the CAC.

Thank You

Roland

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**From:** Clerk of the Transportation Authority <clerk@sfcta.org>

**Sent:** Friday, October 4, 2024 5:06 PM

**To:** ccss@msn.com <ccss@msn.com>

**Subject:** San Francisco County Transportation Authority Board - October 08, 2024



**San Francisco  
County Transportation  
Authority**

# Board Meeting

## Upcoming Meeting Information

Tuesday, October 08, 2024

10:00 a.m.

Legislative Chamber, Room 250

[San Francisco City Hall](#)

## Ways to Watch:

SF Cable Channel 26 or 99 (depending on your provider) OR

[SFGovTV's](#) website

**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001;

**Access Code:** 2660 228 6659 # #

To make public comment on an item via the public comment call-in line, when the item is called, dial '\*3' to be added to the queue to speak. Do not press \*3 again or you will be removed from the queue. When the system says your line

is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

## Remote Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit [the SFGovTV website to stream the live meeting](#) or to [watch past meetings on demand](#).

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments to Clerk of the Transportation Authority, [1455 Market Street, 22nd Floor, San Francisco, CA 94103](#). Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

[View agenda and meeting materials](#)

[Transportation Authority Calendar](#)

If you have questions, contact the Clerk of the Transportation Authority: [clerk@sfcta.org](mailto:clerk@sfcta.org) or 415-522-4800.



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**Item 3 SFCTA CAC September minutes.pdf**

307K

Hi Amy,

Here are my edits and comments on the Minutes

During public comment, Roland Lebrun stated that Caltrain staff was incorrect when they said Caltrain's maximum speed was 79 miles per hour because it was limited by the Federal Railroad Administration. Mr. Lebrun stated that an internet search that asked what the maximum operating speed was for ~~a SRA class~~ **an FRA Class 5 track**, the response was 80 miles per hour operating speed **for freight trains** and 90 miles per hour for passenger trains. He stated that part of Measure RR was to provide **5** round trips between Gilroy and San Francisco and noted that **Gilroy** service currently only goes up to ~~Gilroy~~ **San Jose** and then passengers switch trains. Mr. Lebrun continued by saying that three Measures had been passed for ~~standard~~ **increased** service to Gilroy in 2000, 2016, and in 2020 and there were still no platforms on ~~tracks or~~ **track two at Blossom Hill and Capitol** stations and passengers were required to cross a live track on foot and then they used step stools provided by Caltrain employees to climb aboard northbound trains when the Union Pacific southbound trains block track one. Mr. Lebrun expressed his frustration and asked the CAC to ~~help with~~ **support** citizen initiatives.

### **Track & Right of Way (42 positions Labor/Manage)**

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- Continuous Maintenance of the Track
  - We maintain the track to FRA Class 5 speeds of 90 Passenger / 80 Freight
  - We operate at FRA Class 4 speeds of 79 Passenger / 60 Freight
  - Surfacing of the track (typically over 1000 lineal feet per night)
  - Tie replacements (8 -15) per night
  - Rail replacement (typical stick of rail is 39' to 80' in length)
  - Rail welding to support
  - Switch component replacement (#20 Turnout has over 500 different parts)
  - Switch grinding to extend useful life as necessary
  - Rail grinding on the Continuous Welded Rail (CWR) to prolong the rail life



<https://www.ecfr.gov/current/title-49/subtitle-B/chapter-II/part-213/subpart-A/section-213.9>

This content is from the eCFR and is authoritative but unofficial.

## Title 49 –Transportation

### Subtitle B –Other Regulations Relating to Transportation

#### Chapter II –Federal Railroad Administration, Department of Transportation

#### Part 213 –Track Safety Standards

#### Subpart A –General

**Authority:** 49 U.S.C. 20102-20114 and 20142; 28 U.S.C. 2461 note; and 49 CFR 1.89.

**Source:** 63 FR 34029, June 22, 1998, unless otherwise noted.

#### § 213.9 Classes of track: operating speed limits.

- (a) Except as provided in paragraph (b) of this section and §§ 213.57(b), 213.59(a), 213.113(a), and 213.137(b) and (c), the following maximum allowable operating speeds apply—

#### [IN MILES PER HOUR]

Over track that meets all of the requirements prescribed in this part for—	The maximum allowable operating speed for freight trains is—	The maximum allowable operating speed for passenger trains is—
Excepted track	10	N/A
Class 1 track	10	15
Class 2 track	25	30
Class 3 track	40	60
Class 4 track	60	80
Class 5 track	80	90

- (b) If a segment of track does not meet all of the requirements of its intended class, it is reclassified to the next lowest class of track for which it does meet all of the requirements of this part. However, if the segment of track does not at least meet the requirements of Class 1 track, operations may continue at Class 1 speeds for a period of not more than 30 days without bringing the track into compliance, under the authority of a person designated under § 213.7(a), after that person determines that operations may safely continue and subject to any limiting conditions specified by such person.

[63 FR 34029, June 22, 1998, as amended at 85 FR 63388, Oct. 7, 2020]