

From: [Ricki McGlashan](#)
To: [Caltrain.Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com))
Subject: Bikes lining up to board the train
Date: Saturday, May 14, 2016 1:12:16 PM

I am a long time cyclist living in San Mateo and a former member of the Pedestrian and Bicycle Advisory Council for the City of San Mateo.

We all agree that reducing the number of cars on the road is a worthy goal and that encouraging bike-train commuting is a good strategy to reach that goal.

Whenever I plan to put my bike on the train, I'm nervous that, first, the train might be already at capacity for bikes; and, second, that no matter how early I get to the station, some aggressive cyclist might jump on ahead of me as it's filling up.

Having a system for queuing to board would be so helpful! Anything your committee can do to help with fairness in boarding would be a huge benefit to all of us.

Ricki McGlashan, 406 Seville Way, San Mateo. 650-344-8341

Sent from my iPad

From: [Roland Lebrun](#)
To: [Murphy, Seamus](#)
Cc: [Board \(@caltrain.com\)](#); [VTA Board Secretary](#); [SFCTA Board Secretary](#); [Steve Heminger](#); [MTC Commission](#); [cacsecretary \(@caltrain.com\)](#); [Caltrain, Bac \(@caltrain.com\)](#); [SFCTA CAC](#)
Subject: Caltrain EMU specification
Date: Wednesday, April 06, 2016 1:21:40 PM
Attachments: [Alternate Caltrain EMU specification proposal.pdf](#)
[Caltrain seat & bike capacity.xlsx](#)
[Caltrain July 2105 Board Item #9 EMU procurement.pdf](#)

Dear Mr Murphy,

Thank you for your April 1st 2016 response to my April 25 2015 EMU proposal (attached).

I was encouraged to learn that the SamTrans consultants will soon provide a status update on this multi-year EMU procurement effort (the \$42,371,750 contract was awarded to LTK Engineering at the March 2014 Board meeting).

Hybrid capability

Moving on to the specifics of your email, you have correctly identified the Bombardier Omneo train which was developed jointly with SNCF as the Regio2N. Bombardier was the first company to deliver a hybrid train (AGC BiBi) in 2007 but there is currently no commercially available hybrid version of the Omneo so my recommendation would be to engage MTU in the development of a roof-mounted hybrid version of the 12V 1600 R80LP 700KW powerpack for the Omneo.

Location of equipment

With regards to the location of the traction converters(s), a likely location would be in the roof immediately behind the driver's cabins in the cab cars (see page 3 in the letter) while the fuel tanks would be mounted below the floor in the hybrid single-level motor cars (see page 4).

Bike capacity

I was surprised to learn that you did not notice the bike accommodation (80 bikes) in the original proposal which was the primary reason for suggesting the deletion of seats ("Remove 34 seats (for bikes)") in the cab cars. Please refer to column #4 (Bicycles) in the Summary spreadsheet on page 6. This seat/bike configuration (961 seats/ 80 bikes) was subsequently revised to 893 seats and 112 bikes to deliver the 8/1 seat to bike ratio adopted by the Caltrain Board at the June 2015 Board meeting (please refer to sheet #2 in the attached spreadsheet).

Modifications

The proposal to remove the front stairs in the cab cars is intended to increase seat and bike capacity while improving flow because bikes would be able to board and alight simultaneously without being constrained by the stairs. There would also be no conflicts between bikes and foot passengers who would be boarding and alighting the train via the sets of doors in the

adjacent single-level module (identical access configuration to the bi-level passenger cars).

Competition

I have made a conscious effort over the last year not to identify this train manufacturer and model and have repeatedly stated in public that "the only problem with this train is that it does not have any competition" but I believe that, at the end of the day, our top priority should be to identify and deliver the best solution for our Caltrain customers. On a related note, I would encourage you to consider increasing competition when issuing RFPs for consultant contracts (LTK Engineering were the sole respondent to the EMU procurement RFP).

Consist length

Please refer to the attached spreadsheets and note that these trains are 8-car EMUs fitting comfortably within the existing 700-foot Caltrain platforms (no need for platform lengthening in "Calmod 2.0").

Economies of scale

I strongly encourage you to reach out to ACE, Capitol Corridor, Amtrak, Metrolink, LOSSAN, NCTD and any other agency currently operating bilevel trains in California and ask them if they would be interested in a joint procurement similar to the 15 French regions who ordered Bombardier Omneos.

Schedule

The Prop1A bonds earmarked for Caltrain electrification are currently on hold until the California High Speed Rail Authority submits a funding plan that complies with the Bond Act, specifically:

- Diridon to Transbay in 30 minutes
- 12 trains/hour/direction

Given the current state of the Caltrain rolling stock (4 engine failures in the last 6 weeks), I encourage you to consider an EDMU procurement timeline similar to the one being proposed by Leo Express (hybrid EMUs by 2018) which parallels the timeline outlined in my attached July 1st 2015 letter to the Caltrain Board: "Staff refused to consider an EDMU (hybrid) option which would have allowed testing and commissioning upon delivery starting in winter 2018 instead of having to store new EMUs for up to 3 years until electrification is complete in 2021."

I hope you find this information useful. Please don't hesitate to email or call if you need further clarification.

Sincerely,

Roland Lebrun.

CC:

Caltrain Board of directors

VTA Board of Directors

SFCTA Board of Directors

MTC Commissioners

Steve Heminger

Caltrain CAC

Caltrain BAC

SFCTA CAC

From: murphys@samtrans.com

To: ccss@msn.com

CC: AverillJ@samtrans.com

Subject: Response to March 14 email

Date: Fri, 1 Apr 2016 21:40:31 +0000

Hi Roland,

Thank you for your March 14, 2016 note sharing your suggestions for the EMU procurement and configurations.

As you know, Caltrain has been engaged in a two year process with various car builders to procure a vehicle that would meet the needs of the corridor today and in the future. In August 2015, Caltrain issued a request for proposals for the EMUs. The proposals were due in March and the board and public will be updated on the process in the coming weeks.

It appears that the model you have suggested Caltrain procure is the Bombardier Omneo. Caltrain staff has been in contact with Bombardier about this model and currently, they only offer the Omneo as a standard EMU model, not a DMU or hybrid version. It also appears that your seat calculations do not account for some design components and parameters such as main transformers, a large fuel tank (if pursuing the hybrid option), and onboard bike space.

If there are significant modifications to the stairs and upper deck, as described in your proposal, those changes must be examined by the Federal Railroad Administration and American Public Transportation Association emergency access / egress requirements. The modification of circulation paths may also have an impact on passenger boarding time. Finally, we want to encourage competition on the EMU proposals and if the specifications are too specific, that could lead to an individual proposer/supplier.

We appreciate your interest and suggestions. If you have any questions about the information above, please don't hesitate to email or call.

Your email, along with this response will be part of the April JPB Directors reading file.

Thanks,

Seamus P. Murphy | Caltrain, SamTrans, SMCTA

Chief Communications Officer

1250 San Carlos Avenue | San Carlos, CA 94070

650.508.6388 | murphys@samtrans.com

Roland Lebrun
ccss@msn.com
July 2015 Board Meeting
Item #9 EMU RFP

Dear Chair Tissier and Members of the Caltrain Board Directors,

Further to my letter of April 26th (attached), I am writing to express serious concerns about the Caltrain EMU Request For Proposals (RFP) as drafted by SamTrans staff and consultants.

1) Staff inexplicably ignored the option of an articulated EMU design with separate single-level motorized modules consisting of a dual set of level-boarding doors, toilets and wheelchair and/or bicycle accommodation, including a solution whereby **additional modules could be ordered off-the-shelf with a 50" boarding height at a later date and alternated with 25" modules in the unlikely event of a requirement to accommodate dual platform heights.**



2) **Staff refused to consider an EDMU (hybrid) option** which would have allowed testing and commissioning upon delivery starting in winter 2018 instead of having to store new EMUs for up to 3 years until electrification is complete in 2021.

3) Staff are recommending a 9 to 1 seat to bicycle ratio but **the RFP completely lacks any specification for seats/bikes/wheelchairs per foot of platform.** As an example, the train configuration in the attached letter is capable of carrying 900 seated passengers and 100 bicycles within 660 feet.

4) The current bathroom capacity on 5-car Gallery train sets (one ADA, one non-ADA) has proved to be wholly inadequate on a number of occasions. In contrast, 1st class High Speed coaches have 2 bathrooms so that if one is occupied, first class passengers have access to a spare 1st class bathroom and do not have to use a bathroom in 2nd class.

Staff's recommendation to have a single bathroom on trains which are expected to have 50% more passenger capacity than the existing 6-bathroom Bombardier trainsets is despicable and I urge the Board to give direction to staff to adhere to a civilized country's bathroom ratio of approximately 1 bathroom for every 150 passenger seats.

On a related note, it should be noted from the diagrams on the previous page that **a properly designed ADA bathroom occupies the same amount of space as 4 seats, not 8** as claimed on page 3 of the staff memo.

5) Funding

Caltrain initially had \$440M in FTA funding for replacement rolling stock.

This was subsequently reduced by \$125M to pay for electrification leaving \$315M for EMUs:

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Bay+Area+HSR+Early+Investment+MOU+-+JPB+Board+Resolution+2012.pdf> (note 5 on page 9).

This amount was subsequently reduced by a further \$42.3M allocated to the EMU Procurement Consultant contract awarded to the firm LTK Engineering Services who were the sole bidder for a contract whose RFP they allegedly drafted themselves:

<http://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2014/3-6-14+JPB+Agenda.pdf> Item #13. This EMU Procurement contract award was subsequently increased to \$65M during the PCEP "cost/schedule update" on November 6th 2014 **leaving \$250M or less than half the amount required for new trainsets.**

<http://www.caltrain.com/Assets/Agendas+and+Minutes/JPB/Board+of+Directors/Presentations/2014/11-6-14+JPB+BOD+CalMod+Cost+and+Schedule+Update.pdf> slide 27.

Recommendation:

Staff should either return to the Board with a full funding plan for the EMUs or add a request for financing proposals to the RFP, including availability payments instead of outright purchase.

Sincerely,

Roland Lebrun.

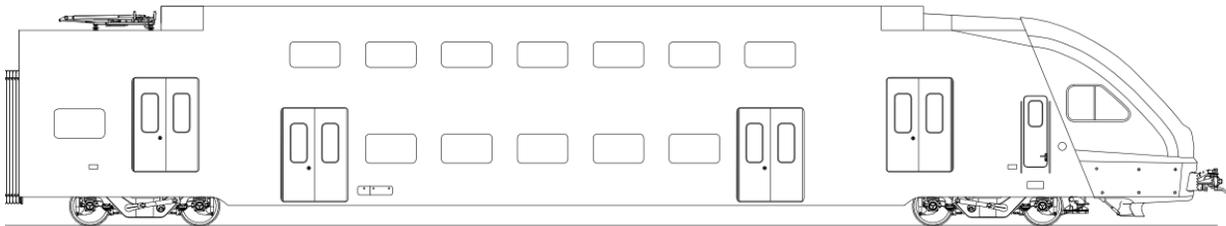
Cc

SFCTA Board of Directors
VTA Board of Directors
Metropolitan Transportation Commission
Caltrain CAC
SFCTA CAC

Alternate Caltrain EMU specification proposal

Background

The intent of this presentation is to introduce an alternative to SamTrans' proposal for dual-height Caltrain EMUs with two sets of doors and the **potential loss of over 200 seats per train**.

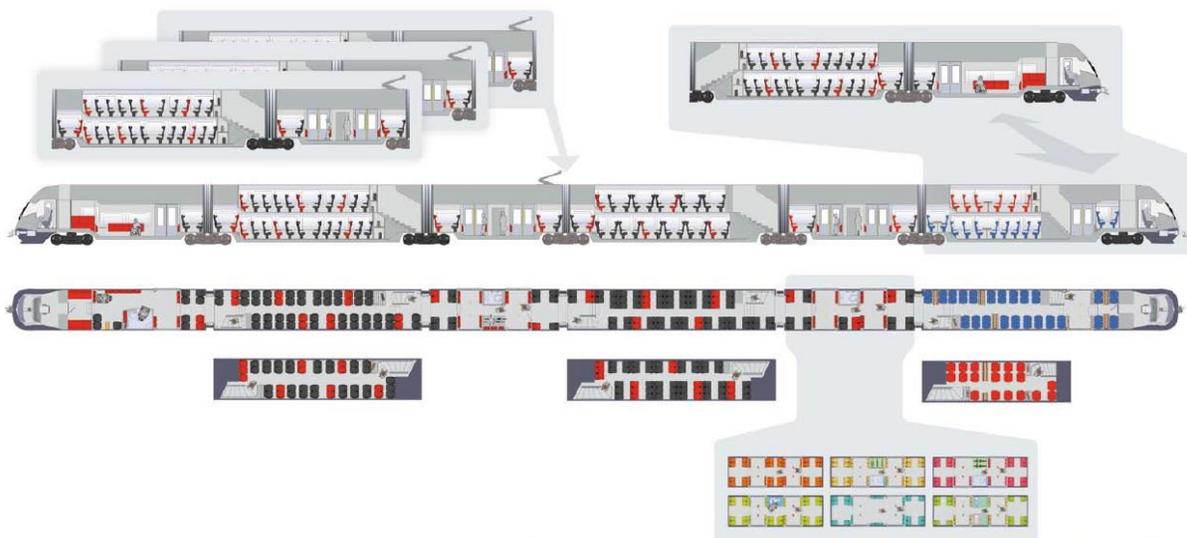


Objectives

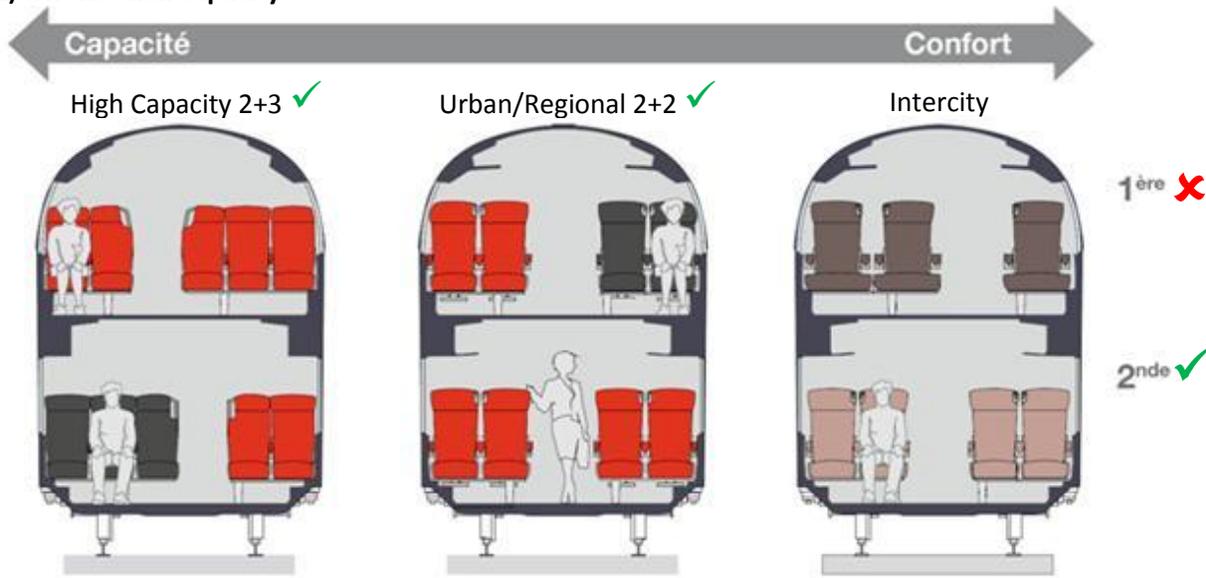
- Increase current seated/standing capacity and number of wheelchairs and ADA toilets by >50%
- Maintain existing bike capacity (80 bikes)
- **Limit train length to current platform standard (700 feet)**
- Enable boarding from existing platform height (8 inches) and future level boarding (22-24 inches)
- Compatibility with existing Caltrain infrastructure (tracks & tunnels) and fleet (25-inch boarding height)
- **Off-the shelf specification** capable of delivering trains by 2018
- **Capability to extend operating range beyond electrified territory** (hybrid power)
- **US manufacturing capability**

Deliverable

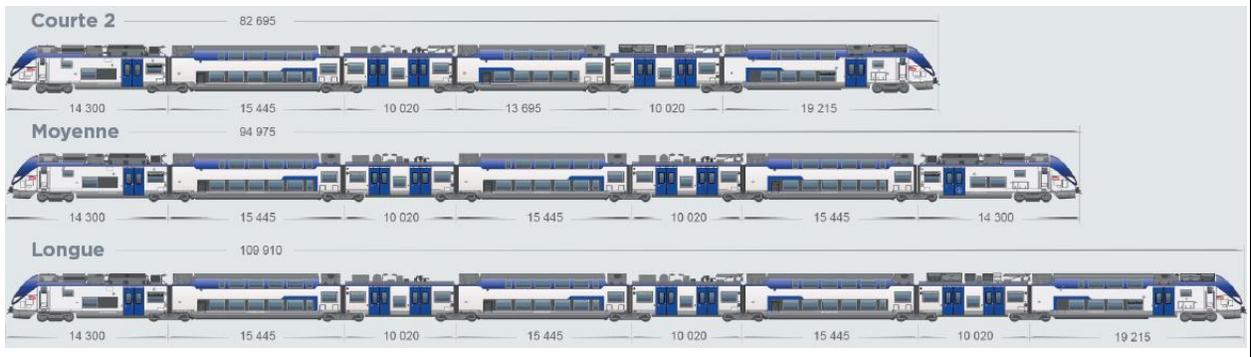
A revised train specification for the consideration of the Caltrain Board of Directors as follows:



1) Off the shelf capacity



Length
271 feet
312 feet
361 feet



High Capacity 2+3	
Seats	Total
400-420	690-720
485-505	810-840
580-600	975-1005

Length
271 feet
312 feet
361 feet



Urban/Regional 2+2	
Seats	Total
350-365	660-690
425-440	780-810
505-520	930-960

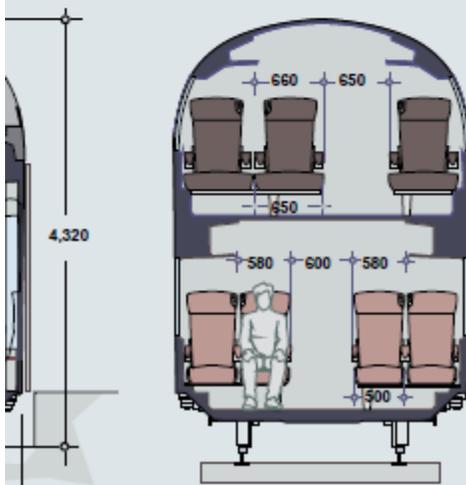
2) Front and rear bi-level cab cars



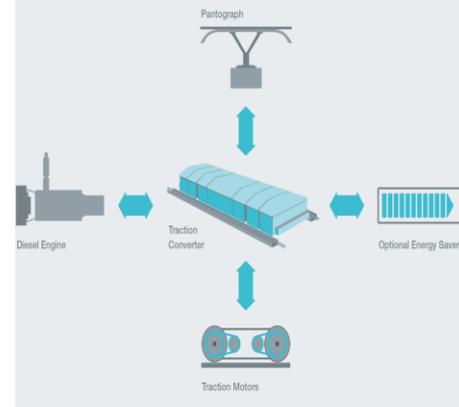
Powered Bogie



Raised floor



MITRAC Hybrid Components



Lower deck modifications

- Remove 34 seats (for bikes)
- 8 seats (2+2) behind driver's cab
- Remove front stairs to upper deck
- Add two (total 8) flip-up seats
- Remove luggage rack
- Raise floor (eliminate step)

Modified lower deck capacity

- 40 bikes
- 12 seats (2+2 configuration)
- 8 flip-ups

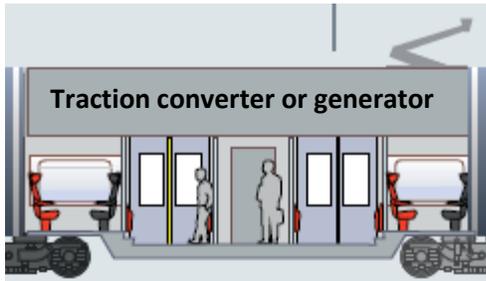
Upper deck modifications

- Remove front stairs to upper deck
- 2+2 seating
- Remove luggage rack
- Remove tables

Modified upper deck capacity

- 38 seats (2+2 configuration)
- 1 middle front bulkhead seat

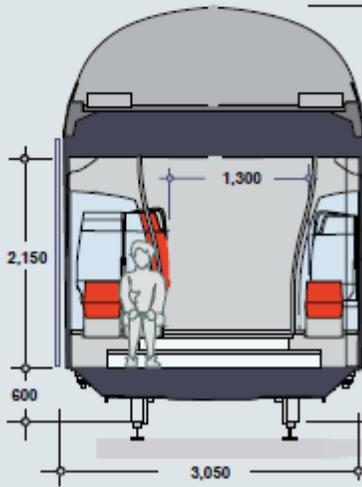
3) Single level motor cars



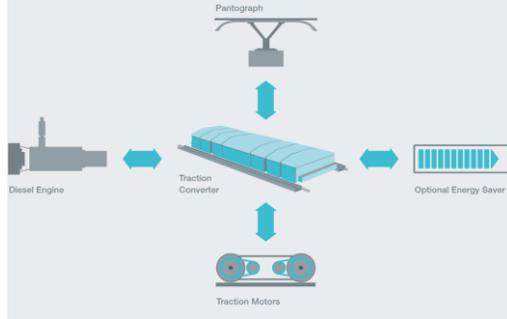
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Wheelchair

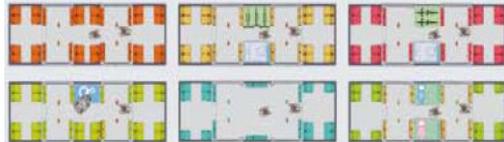


MITRAC Hybrid Components

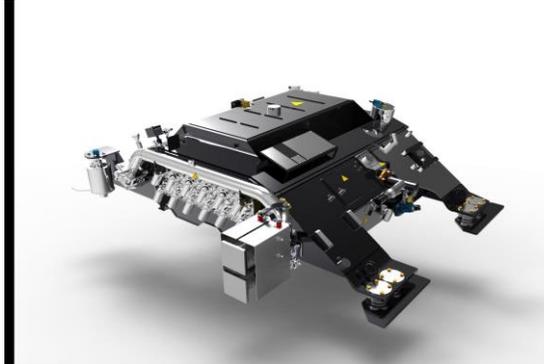


- 16 seats (2+2 configuration)
- 17 tip-ups
- 1 wheelchair
- 1 toilet

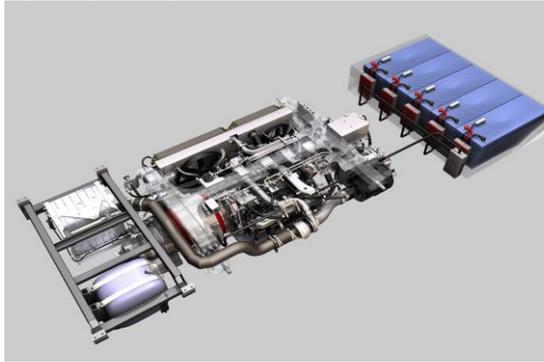
Six interior layouts



Roof-mounted traction converter



Hybrid powerpack

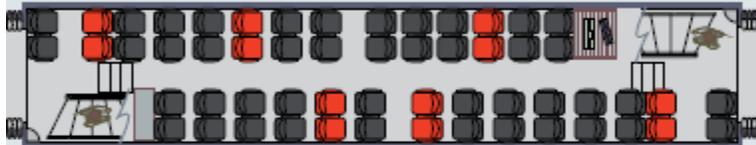


4) Passenger cars

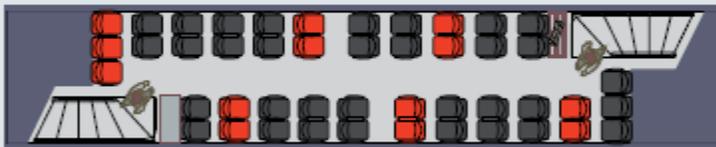


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Lower deck



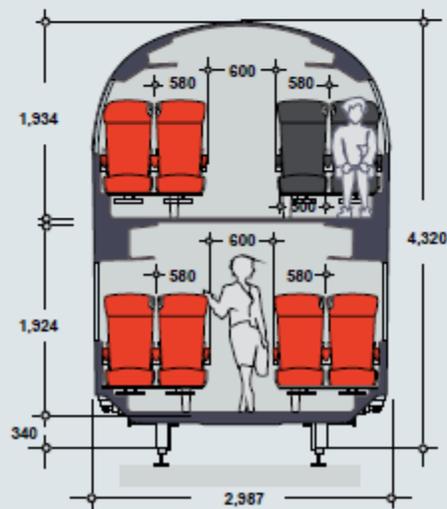
Upper deck



No change in off-the shelf 2+2 configuration

- 56 seats on the lower deck

- 46 seats on the upper deck



Summary

Vehicle type	Length	# Seats	# Bicycles	# Toilets	# Wheelchairs	Power (MW)	Hybrid (MW)	Notes
Cab car	63.04	59	40			0.8		
Single deck	32.87	33		1	1			Converter
Double deck	50.67	102						
Single deck	32.87	33		1	1	0.8	0.7	Powerpack
Double deck	50.67	102						
Single deck	32.87	33		1	1		0.7	Powerpack
Double deck	50.67	102						
Single deck	32.87	33		1	1	0.8	0.7	Powerpack
Double deck	50.67	102						
Single deck	32.87	33		1	1		0.7	Powerpack
Double deck	50.67	102						
Single deck	32.87	33		1	1	0.8	0.7	Powerpack
Double deck	50.67	102						
Single deck	32.87	33		1	1		0.7	Powerpack
Cab car	63.04	59	40			0.8		
Total	660.19	961	80	7	7	4	4.2	

Recommendation

The Caltrain Board of directors should consider an alternative EMU specification that includes:

- **No infrastructure modifications (existing tunnels, tracks and platform lengths & heights)**
- **Minimum 950 seats, 80 bicycles, 6 toilets and 6 wheelchairs**
- **Hybrid capability** (Facebook, Gilroy and Great America extensions)

Vehicle type	Length	# Seats	# Bicycles	# Toilets	# Wheelchairs	Power (MW)	Hybrid (MW)
Cab car	63.04	59	40			0.8	
Single deck	32.87	33		1	1		
Double deck	50.67	102					
Single deck	32.87	33		1	1	0.8	0.7
Double deck	50.67	102					
Single deck	32.87	33		1	1		0.7
Double deck	50.67	102					
Single deck	32.87	33		1	1	0.8	0.7
Double deck	50.67	102					
Single deck	32.87	33		1	1		0.7
Double deck	50.67	102					
Single deck	32.87	33		1	1	0.8	0.7
Double deck	50.67	102					
Single deck	32.87	33		1	1		0.7
Cab car	63.04	59	40			0.8	
Total	660.19	961	80	7	7	4.0	4.2
Seat/bike ratio			12.0125				

Vehicle type	Length	# Seats	# Bicycles	# Toilets	# Wheelchairs	Power (MW)	Hybrid (MW)
Cab car	63.04	59	40			0.8	
Single deck	32.87	16	8				
Double deck	50.67	102					
Single deck	32.87	33		1	1	0.8	0.7
Double deck	50.67	102					
Single deck	32.87	16	8				0.7
Double deck	50.67	102					
Single deck	32.87	33		1	1	0.8	0.7
Double deck	50.67	102					
Single deck	32.87	16	8				0.7
Double deck	50.67	102					
Single deck	32.87	33		1	1	0.8	0.7
Double deck	50.67	102					
Single deck	32.87	16	8				0.7
Cab car	63.04	59	40			0.8	
Total	660.19	893	112	3	3	4.0	4.2
Seat/bike ratio			7.973214				

Notes
Converter
Powerpack

From: [Rios, Rona](#)
To: yarbrough.scott@gmail.com
Cc: [Board \(@caltrain.com\)](#); [Caltrain, Bac \(@caltrain.com\)](#); [Averill, Joshua](#)
Subject: Consumer Report File #020245 & #030060
Date: Tuesday, April 05, 2016 4:26:15 PM

Good Afternoon Mr. Yarbrough,

Your messages to the Board were referred to me for response. They will receive a copy of our correspondence.

Your correspondence indicates that you experienced issues with the southbound 6:29am train from 22nd street as well as a service interruption delaying train 210. You also indicate that a lack of information did not allow you to make the appropriate adjustment to your commute.

First I want to apologize for the issues you experienced and the frustration this caused you.

Regarding early departure with the 6:29am train, please know that trains are not allowed to depart earlier than the time listed in the timetable/schedule. However, the train is going to depart at the scheduled time, exactly 6:29am. Your information regarding this train has been forwarded to Rail Operations for further evaluation. Regarding train 210 on March 4, this train was combined with train 208 due to mechanical problems. We had crews make onboard announcements prior to Redwood City so passengers could have the option to exit and board a bullet train. We apologize if this was not helpful to you.

We appreciate your patronage and sincerely appreciate your feedback.

Best Regards,

Rona Rios
Manager, Customer Service
SamTrans | Caltrain | TA
Customer Service Department
1250 San Carlos Ave.
San Carlos, CA 94070-1306

[File #020245](#)

Sent: Tuesday, February 16, 2016 7:41 AM
To: Board (@caltrain.com); Caltrain, Bac (@caltrain.com)
Subject: Too reliable at 6 a.m.

I don't typically take the train that stops at the southbound 22nd street station at 6:29 a.m , but every time that I have tried during the past year, it has left the stop prior to the 6:29 departure time. A northbound train stops at the same time and location, and the southbound almost always leaves several minutes before the northbound 6:29 arrival and departure.

I leave my home an extra 20 minutes on mornings that I need to take the 6:29. It would be nice to see that train stay at the stop for the full minute of 6:29 rather than being long gone by 6:29.

File #030060

Sent: Friday, March 04, 2016 7:54 AM

To: Board (@caltrain.com)

Cc: Caltrain, Bac (@caltrain.com)

Subject: Use your message boards, please

I am sitting on the 210, waiting on all of the later bullet trains to pass us this morning that could be getting me to my morning meeting on time, but I am not because you failed to get information to those of us boarding in SF that we should wait to get on a later bullet train to avoid the combined local train mess this morning.

Thanks

From: [Alex Herzick](#)
To: bikesonboard2@gmail.com; noah@sfbike.org; [Janice Li](#); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); bikesonboard@sfbike.org; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Caltrain_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [Nabong, Sarah](#); [Bartholomew, Tasha](#); [Catherine Young](#); [Pat Giorni](#); [Steve Vanderlip](#); [John Murphy](#); [Bob Mack](#); [Tracy Corral](#); alex.herzick@gmail.com; [Jym Dyer](#); [Jacky Schuler](#); [Darryl Skrabak](#); [Mike The Bike](#); [Tim Hickey](#); [bob2010](#); dr_shirley_johnson@yahoo.com
Subject: Thank You for the 3rd Bike Car!
Date: Monday, April 04, 2016 10:11:47 PM

To All Who Had a Hand in Adding a Third Bike Car,

Thank you very much for your efforts. It is really appreciated and makes a big difference for all of us bike commuters. Just a small example: now I can take the 8am bullet from Palo Alto which gives me 30 minutes with my kid in the morning. Before I had to take a 739am train (because I couldn't risk getting bumped from the 8am bullet and getting to work late) so my kid was typically still asleep when I left in the morning. Anyway, thank you again for all working together to get this done.

Best Regards,
Alex Herzick

From: [Rios, Rona](mailto:Rios.Rona)
To: rks05@comcast.net
Cc: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain.Bac (@caltrain.com)); [cacsecretary \(@caltrain.com\)](mailto:cacsecretary (@caltrain.com)); [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Consumer Report File #030259
Date: Friday, March 25, 2016 10:40:05 AM

Hello Mr. Schloss,

Your message to the Caltrain Board and Bicycle Advisory Committee was referred to me for response. They will receive a copy of our correspondence.

Thank you for submitting very thorough documentation with your complaint, which included photos of riders sitting on the floor in the bike car. I understand this was very frustrating to you so first, please accept my sincere apology for the negative experience you had on board train 277.

Regarding your concern that riders were sitting in the bike car, we understand that many bike riders like to sit in the bike car so they can keep an eye on their bike. Additionally, with growing ridership, it's especially challenging to keep customers without bikes out of the bike car and many customers seek out any open space. However, please know that as a result of your complaint, our train operations management team has followed up with the crews to make sure they diligently work on keeping the areas open for bicycle storage.

Again, thank you for your comments and we appreciate you taking the time to provide us input.

Kind Regards,

Rona Rios

SamTrans | Caltrain | TA
Manager, Customer Service Department
1250 San Carlos Ave.
San Carlos, CA 94070-1306

From: [RKS05](#)
To: [Caltrain_Bac \(@caltrain.com\)](#); [cacsecretary \(@caltrain.com\)](#); [Board \(@caltrain.com\)](#)
Subject: Northbound 444 Saturday 3/19/2016. Plenty of seats available
Date: Saturday, March 19, 2016 8:59:53 PM
Attachments: [ATT00001.txt](#)

From: [RKS05](#)
To: [Caltrain, Bac \(@caltrain.com\)](#); [Board \(@caltrain.com\)](#)
Subject: Plenty of seats SB 440 Saturday 3/19
Date: Saturday, March 19, 2016 5:34:28 PM
Attachments: [ATT00001.txt](#)
[ATT00002.txt](#)

Bike car completely taken over by floor seating. Train not crowded. Plenty of seats. Please enforce the appropriate use of the bike car.