

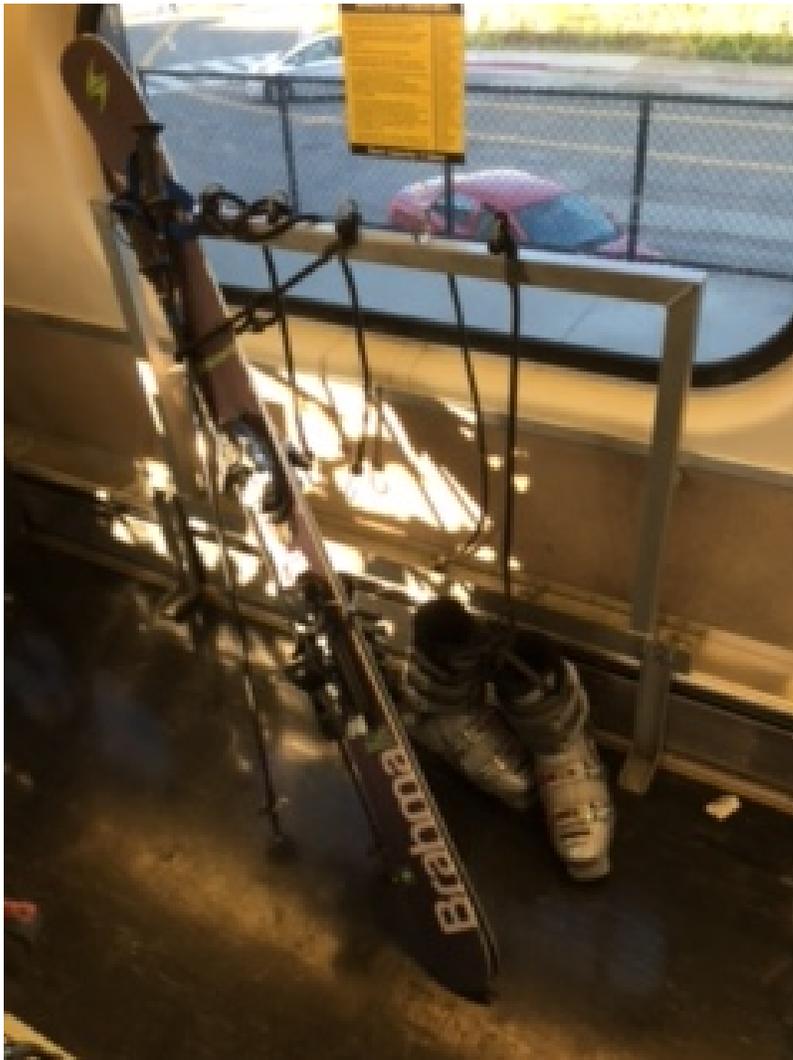
Bicycle Advisory Committee

CORRESPONDENCE

March 17, 2016

From: [RKS05](#)
To: [Caltrain_Bac \(@caltrain.com\)](#); [cacsecretary \(@caltrain.com\)](#)
Subject: Really? Overhead rack and luggage car would work.
Date: Wednesday, March 16, 2016 6:16:35 PM
Attachments: [ATT00001.txt](#)

Can you please assist in supporting the bike car for bikes? #277 North



From: [Roland Lebrun](#)
To: [Caltrain_Bac \(@caltrain.com\)](#)
Cc: [cacsecretary \(@caltrain.com\)](#); [SFCTA CAC](#); [Board \(@caltrain.com\)](#); [VTA Board Secretary](#); [MTC Commission](#); [Steve Heminger](#)
Subject: Caltrain EMU configuration
Date: Monday, March 14, 2016 8:26:31 PM
Attachments: [Caltrain July 2105 Board Item #9 EMU procurement.pdf](#)
[Alternate Caltrain EMU specification proposal.pdf](#)
[Caltrain seat & bike capacity.xlsx](#)

Dear members of the Caltrain Bicycle Advisory Committee,

Further to this mornings engine failure in Burlingame (3rd engine failure this month) and my remarks at the January BPAC meeting, please find the following attachments:

- 1) Letter dated April 15th 2015 outlining a 950-seat/80 bicycle electrification-ready configuration.
- 2) Letter dated July 2015 addressing multiple bicycle/seat/toilet capacity and platform height compatibility issues.
- 3) Spreadsheet (sheet 2) revising the internal configuration to deliver a 8/1 seat/bike ratio as mandated by the Board (893 seats/112 bikes).

I am available to assist Caltrain staff interested in giving you a presentation on these configurations at a later date.

Roland Lebrun

PS. Please note that none of these configurations require platform lengthening (no "Calmod 2.0" to compensate for seats lost through the addition of a second set of doors).

cc

Caltrain CAC

SFCTA CAC

Caltrain Board

VTA Board

Metropolitan Transportation Commission

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.

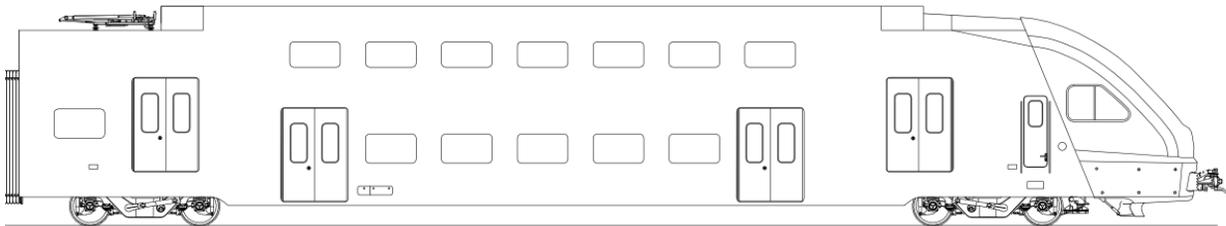
Cc

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**.

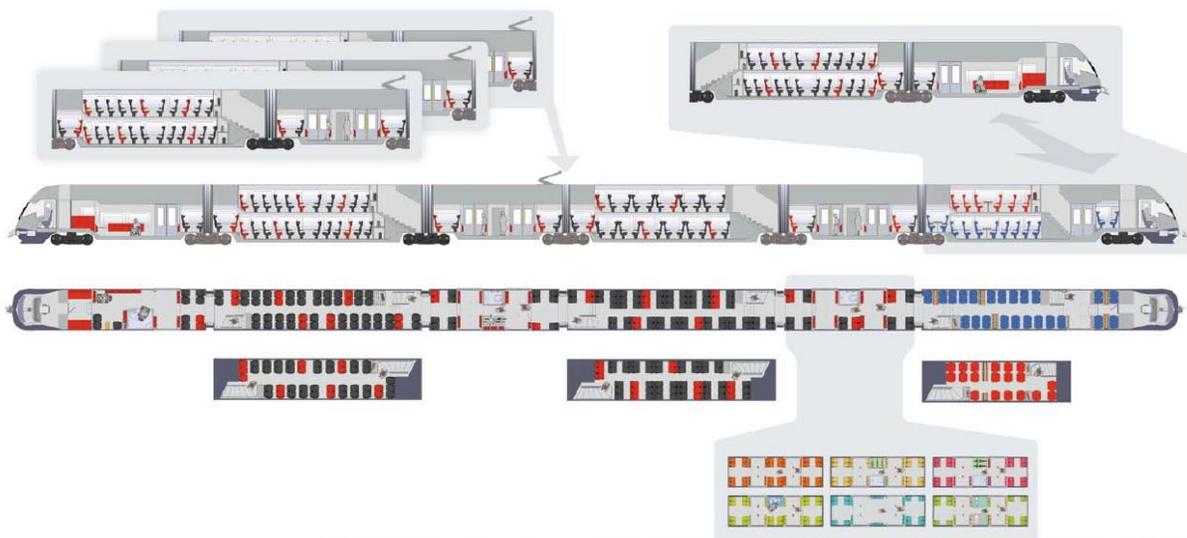


Objectives

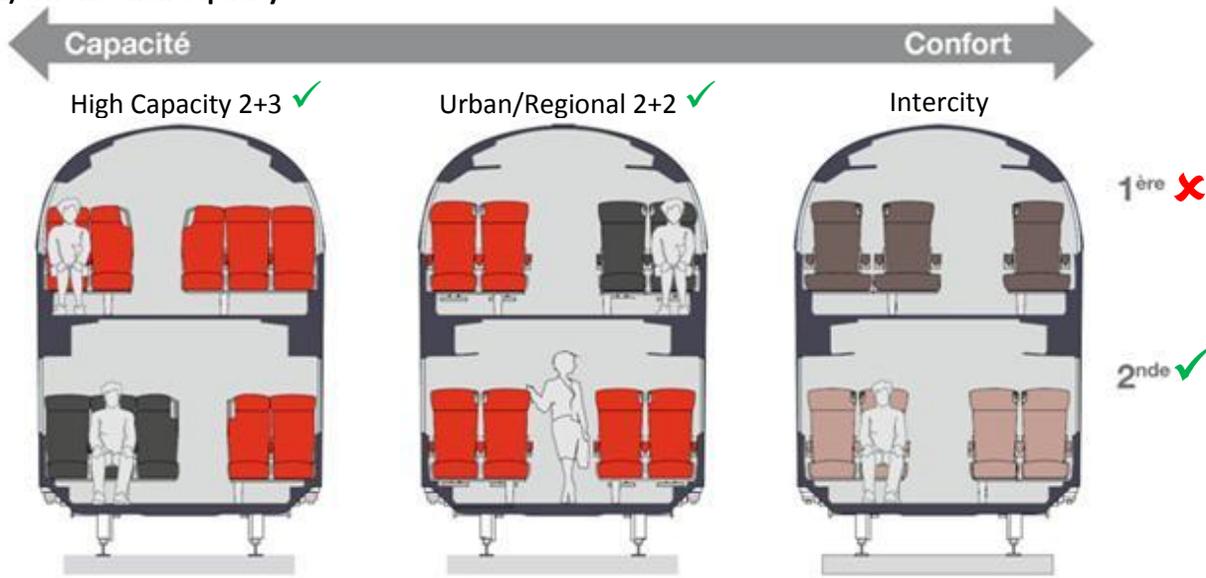
- Increase current seated/standing capacity and number of wheelchairs and ADA toilets by >50%
- Maintain existing bike capacity (80 bikes)
- **Limit train length to current platform standard (700 feet)**
- Enable boarding from existing platform height (8 inches) and future level boarding (22-24 inches)
- 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

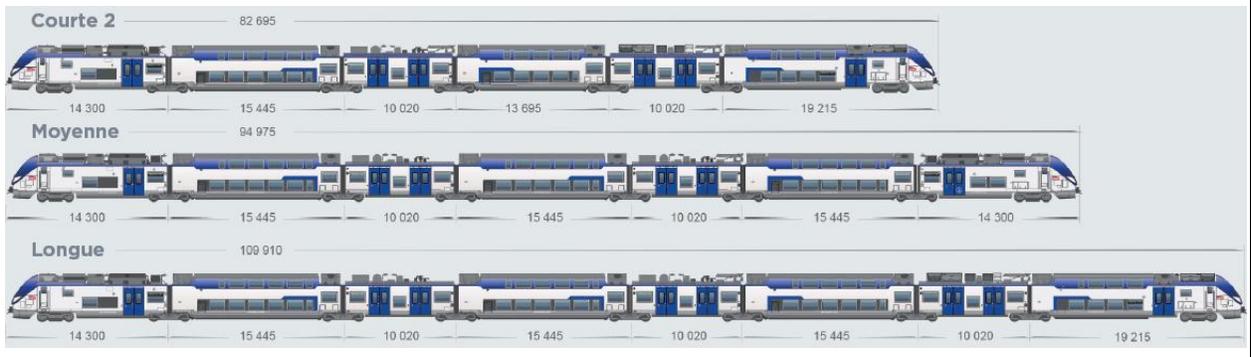
A revised train specification for the consideration of the Caltrain Board of Directors as follows:



1) Off the shelf capacity

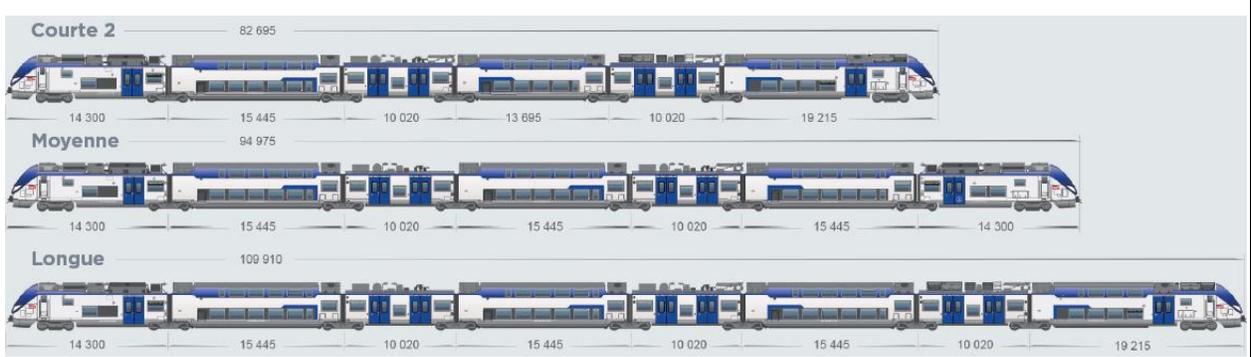


Length
271 feet
312 feet
361 feet



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

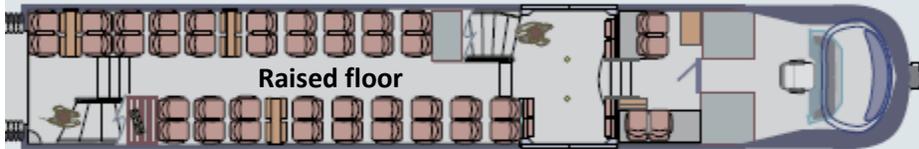


Urban/Regional 2+2	
Seats	Total
350-365	660-690
425-440	780-810
505-520	930-960

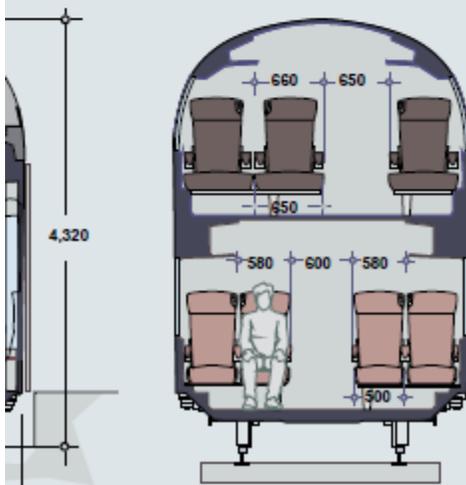
2) Front and rear bi-level cab cars



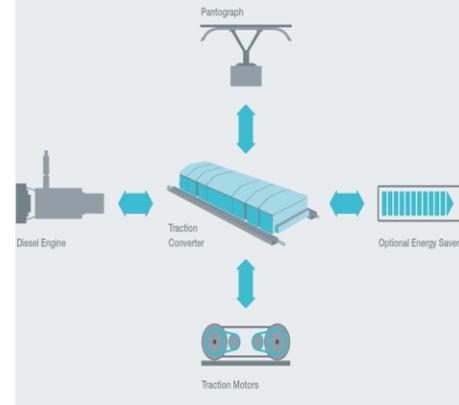
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Raised floor



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

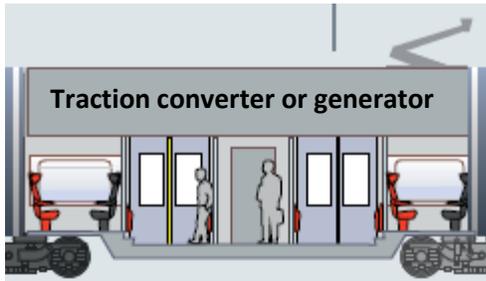
Upper deck modifications

- 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

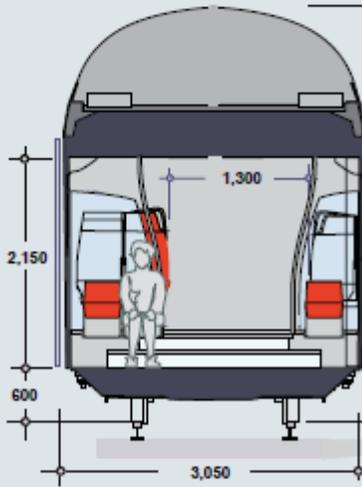
3) Single level motor cars



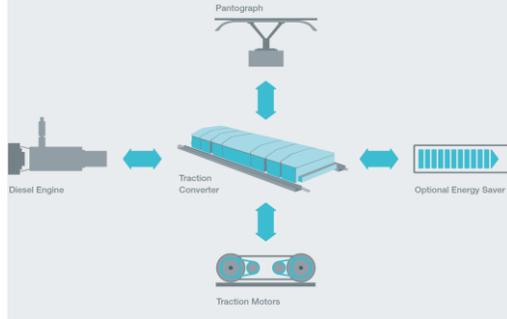
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Wheelchair



MITRAC Hybrid Components



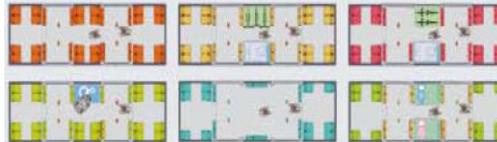
16 seats (2+2 configuration)

17 tip-ups

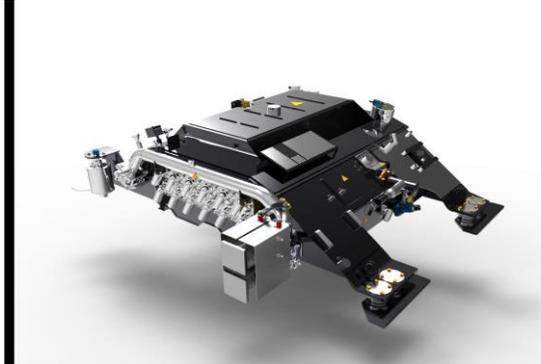
1 wheelchair

1 toilet

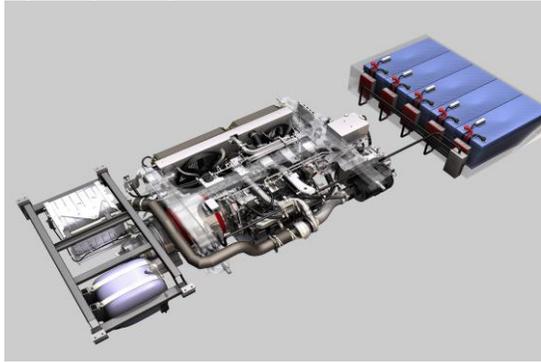
Six interior layouts



Roof-mounted traction converter



Hybrid powerpack

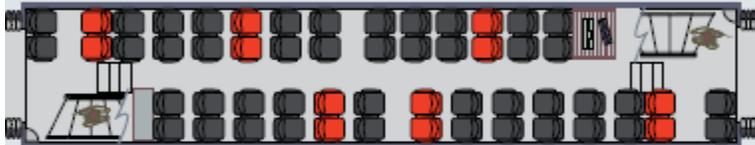


4) Passenger cars

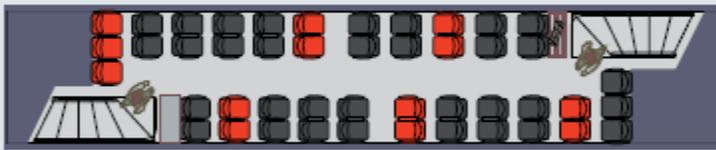


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Lower deck



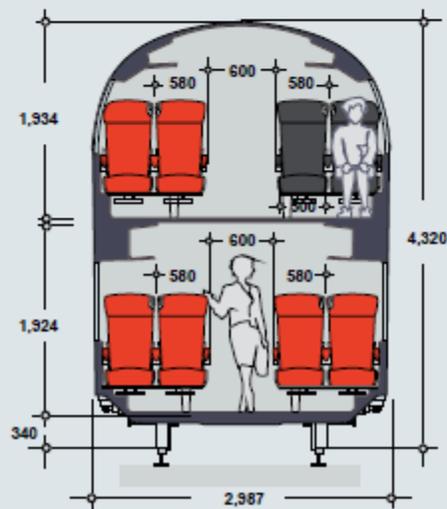
Upper deck



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						
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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)	Notes
Cab car	63.04	59	40			0.8		
Single deck	32.87	33		1	1			Converter
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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	4.0	4.2	
Seat/bike ratio			12.0125					

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Cab car	63.04	59	40			0.8		
Single deck	32.87	16	8					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	16	8				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	16	8				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	16	8				0.7	Powerpack
Cab car	63.04	59	40			0.8		
Total	660.19	893	112	3	3	4.0	4.2	
Seat/bike ratio			7.973214					

From: [Scott Yarbrough](#)
To: [Board \(@caltrain.com\)](#)
Cc: [Caltrain, Bac \(@caltrain.com\)](#)
Subject: Use your message boards, please
Date: Friday, March 04, 2016 7:54:02 AM

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: [Scott Yarbrough](#)
To: [Board \(@caltrain.com\)](#); [Caltrain, Bac \(@caltrain.com\)](#)
Subject: Too reliable at 6 a.m.
Date: Tuesday, February 16, 2016 7:41:19 AM

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.

Scott