



JPB Board of Directors
Meeting of August 7, 2025

Correspondence as of July 3, 2025

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| 1. | Track work and maintenance |
| 2. | Dwell times at Terminal Stations |
| 3. | Request for Pedestrian Safety Improvements at East 14th Street Crosswalk (Near Washington Elementary) |
| 4. | Re: Urgent Safety Complaint Regarding Bay to Breakers Train Crowd Control – <i>Staff response</i> |
| 5. | Re: Track work and maintenance – <i>Staff response</i> |
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| 9. | Re: Huntington Ave San Bruno – <i>Staff response</i> |
| 10. | Re: New Caltrain Fleet Feedback – <i>Staff response</i> |

From: Board (@caltrain.com)
Sent: Tuesday, July 1, 2025 8:35 AM
To: Board (@caltrain.com)
Subject: FW: Track work and maintenance

DSO & CS - Recovered from junk email folder. Please process. - LLH

-----Original Message-----

From: karen cunningham <karencunningham2011@gmail.com>
Sent: Tuesday, July 1, 2025 3:46 AM
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Track work and maintenance

You don't often get email from karencunningham2011@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

To the Board,

While I appreciate and understand the absolute necessity for all safety and maintenance issues, upgrades and repairs, I wonder how hard it would be for you to alert people to this schedule.

Living near the tracks in Brisbane, I love watching and hearing the trains every day.

However, that Joy ends when maintenance crew arrive and start grinding, honking and otherwise wake us in the middle of the night, as is the case just now!!!!

My family and the other 30 or so families, awoken at around 3am, can wear ear plugs to bed, if notified of work needed.

How about a sign up for alerts, couldn't be too hard to do, could it?

Thanks in advance for your help in this matter.

Cheers

Karen Cunningham

415.860.4698 ~

Consultant

Author 364 Days of Healthy Eating (because nobody is perfect)

<<https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Famzn.to%2F1suOmw3&data=05%7C02%7Cboard%40caltrain.com%7C5edfd3794fd049b36a9308ddb8b4e6f3%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C638869809295573836%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFPbCislldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=zLk7JfsNJuxa1sRpywYVZ%2F1la%2B7dHVdhHk88g1Ud9Z4%3D&reserved=0>>

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fci3.googleusercontent.com%2Fmail-sig%2FAlorK4xyodERwzCuiYHp7ixUOoGAeLzZ0zhPBCMTm8RFWmugdSH_WjEuDnBYGTaFNSFNIak9L0XYX4C5jKlt&data=05%7C02%7Cboard%40caltrain.com%7C5edfd3794fd049b36a9308ddb8b4e6f3%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C638869809295597370%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoitWFPbCislldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=gb9RViCIWxW5Bml48a%2FrByGJr906p4o%2FKnjfTLLHw4c%3D&reserved=0>

From: [Shahrul Song](#)
To: [Board \(@caltrain.com\)](#)
Subject: Dwell times at Terminal Stations
Date: Tuesday, July 1, 2025 10:11:10 AM

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

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Hello,

I've been a Caltrain rider for almost 2 years now and with the introduction of the new EMU trains, things have been better. However I would like to ask for Caltrain's current policy and provide a recommendation for dwell times at terminal stations.

For the past few months, I have observed that the doors closed relatively quickly at terminal stations. Unfortunately, this is a weird policy to enact since the turnaround for trains is usually 20 to 30 mins from what I can see and there is no obvious need to quickly close the doors.

I've seen people getting stuck in the train because the doors are closed, bike car occupants needing to rush off quickly even though it's fully packed, and just today an old lady needing assistance had a door trying to close on her when she's on her steps.

I'm recommending Caltrain to have an official policy for the conductor(s) to check the full length of the train first before closing the doors off at terminal stations. There is no rush and since there is no level boarding, it is bound to take some time to leave the doors open.

Best,
Shahrul Song

From: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: FW: Request for Pedestrian Safety Improvements at East 14th Street Crosswalk (Near Washington Elementary)
Date: Tuesday, July 1, 2025 1:47:30 PM

DSO & CS - recovered from junk email folder. Looks to actually be for Caltrans. Please process. - LLH

-----Original Message-----

From: Steven Rivera <stevengrivers@gmail.com>
Sent: Tuesday, July 1, 2025 12:39 PM
To: PRA <pra@caltrain.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Liliam Perez <PerezL@caltrain.com>
Subject: Request for Pedestrian Safety Improvements at East 14th Street Crosswalk (Near Washington Elementary)

Some people who received this message don't often get email from stevengrivers@gmail.com. Learn why this is important <<https://aka.ms/LearnAboutSenderIdentification>>

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Team,

I'm reaching out to formally request a pedestrian safety evaluation at the existing crosswalk on East 14th Street near Washington Elementary School in San Leandro. I've been informed by the City of San Leandro that East 14th Street is under Caltrain's jurisdiction, which is why I'm contacting you directly.

The specific crosswalk is located at approximate coordinates: 37.729933, -122.159878. While it is currently marked with crosswalk signage, it lacks any pedestrian-activated flashing lights or other visibility enhancements.

This location is a major crossing point for children and families walking to Washington Elementary School. I've personally witnessed several near-miss incidents due to high vehicle speeds and drivers failing to yield to pedestrians waiting to cross. The road has four lanes of traffic plus two parking lanes, making it particularly dangerous during school commute times.

I'm requesting that Caltrain assess this crosswalk for the installation of Rectangular Rapid Flashing Beacons (RRFBs) or similar pedestrian-activated lighting to improve safety for schoolchildren and neighborhood residents. I have photos documenting the conditions and would be happy to provide them upon request.

Please let me know what next steps are required to formally initiate an evaluation or request. I'm also open to connecting with the appropriate department or attending any meetings to share community input.

Thank you for your time and consideration.

Best regards,
Steven Rivera
773-550-7676
stevengrivers@gmail.com <<mailto:stevengrivers@gmail.com>>
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Steven Rivera

stevengrivers@gmail.com <<mailto:stevengrivers@gmail.com>>

From: [Caltrain BOD Public Support](#)
To: willhal@stanford.edu
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Urgent Safety Complaint Regarding Bay to Breakers Train Crowd Control
Date: Wednesday, July 2, 2025 2:40:37 PM

Dear Will Halverson,

Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well. Thank you for your patience and for taking the time to share your experience regarding the Bay to Breakers special event train at Palo Alto Station. We apologize for the delay in responding, as your feedback required careful review by multiple departments.

Your feedback highlights the exact challenges we aimed to address with this year's event plan. The fenced paid fare zone at Palo Alto was specifically implemented in response to safety and fare validation concerns observed in previous years. In the past, attendees and staff have been placed at significant risk, with crowd surges pushing people dangerously close to — or even onto — the train tracks. To prevent this, we moved fare checks away from the platform edge and into the parking lot area to create a controlled, safer boarding process.

However, we acknowledge that the bottleneck at the fare check area introduced its own set of crowding and safety concerns. While crowd density and fare validation rates were carefully calculated in advance, a significant percentage of attendees—approximately 30%—did not have valid fares at the time of boarding, which contributed heavily to delays and congestion. In addition, loud music and non-compliance with crowd movement instructions made it difficult for ambassadors and Transit Police to effectively manage the flow despite their presence throughout the lot. Recognizing the growing pressure at the entrance point, our on-site supervisor followed the established crowd management plan and made the decision to halt boarding and reposition the train. This allowed for the crowd to safely spread out along the platform.

We conduct thorough debriefings following every special event, and we are already reviewing this year's Bay to Breakers operation with safety as our top priority. Your feedback will be part of that review process, and we are committed to applying all lessons learned to future events to ensure they are managed in a safer, more efficient manner. We truly apologize for the distress and risk you experienced.

Thank you again for reaching out.

Sincerely,
Sarah Nabong

Your Caltrain BOD Public Support Team

From: Will Halverson <willhal@stanford.edu>

Sent: Sunday, May 18, 2025 1:48:51 PM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com) <board@caltrain.com>

Subject: Urgent Safety Complaint Regarding Bay to Breakers Train Crowd Control

You don't often get email from willhal@stanford.edu. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Caltrain Board,

I am writing to express my deep concern and serious frustration regarding the extremely hazardous conditions created by Caltrain's setup for the Bay to Breakers special event train this year.

Specifically, the fenced-off area constructed around the train platform created a severe and dangerous bottleneck as hundreds of students were forced to squeeze through an impossibly narrow entrance. The situation quickly became chaotic, with people pushing from all directions and no clear oversight or crowd management in place. The fencing was unstable and visibly buckling under the pressure. At one point, I genuinely feared for my safety and the safety of others. It is no exaggeration to say I have never felt more at risk of being trampled or seriously injured in my life.

This setup was an egregious failure in event planning and basic public safety. It is unacceptable for any transit agency—especially one as large and experienced as Caltrain—to allow a situation this dangerous to unfold. The lack of sufficient entry points, proper crowd control, and on-site supervision showed a stunning disregard for passenger welfare.

I urge you to review this incident immediately, and to take responsibility for this serious lapse in judgment. At the very least, I expect a public explanation of what happened, an apology to the passengers involved, and a commitment to ensuring that no future Caltrain event endangers the

public in this way again.

I look forward to your prompt response and to seeing concrete steps taken to address this.

Sincerely,

Will Halverson

From: Caltrain BOD Public Support
Sent: Wednesday, July 2, 2025 3:50 PM
To: karencunningham2011@gmail.com
Cc: Board (@caltrain.com)
Subject: Re: Track work and maintenance

Dear Karen Cunningham,

Thank you for reaching out and for sharing your feedback. We're glad to hear that you enjoy watching and hearing the trains in Brisbane—it's always encouraging to know that Caltrain is a valued part of the community. Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well.

We sincerely apologize for the disruption caused by overnight maintenance work. We understand how frustrating it can be to be woken up during the early hours, and we appreciate your suggestion about receiving advance notice.

Caltrain does offer email alerts for service changes, construction updates, and other important notices, including upcoming maintenance. You can sign up to receive these alerts at the following link:
<https://www.caltrain.com/subscription>

We are also continuing to look at ways to improve community notifications, especially for late-night work that may impact nearby residents.

Thank you again for bringing this to our attention, and for your continued support of Caltrain.

Sincerely,

Sarah Nabong
Your Caltrain BOD Public Support Team

-----Original Message-----

From: karen cunningham <karencunningham2011@gmail.com>
Sent: Tuesday, July 1, 2025 3:46 AM
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Track work and maintenance

You don't often get email from karencunningham2011@gmail.com. Learn why this is important
<<https://aka.ms/LearnAboutSenderIdentification>>

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To the Board,

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Living near the tracks in Brisbane, I love watching and hearing the trains every day.

However, that Joy ends when maintenance crew arrive and start grinding, honking and otherwise wake us in the middle of the night, as is the case just now!!!!

My family and the other 30 or so families, awoken at around 3am, can wear ear plugs to bed, if notified of work needed.

How about a sign up for alerts, couldn't be too hard to do, could it?

Thanks in advance for your help in this matter.

Cheers

Karen Cunningham

415.860.4698 ~

Consultant

Author 364 Days of Healthy Eating (because nobody is perfect)

<<https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Ffamzn.to%2F1suOmw3&data=05%7C02%7CCaltrainBODPublicSupport%40caltrain.com%7C726d470eba5f4376c0d908ddb8b4e904%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C638869809345122634%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilskFOIjoITWFpbClldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=Z%2BhpMCzfNWpenLe2YAKMrl6f%2BRzkVghcQYsCtyDBWs0%3D&reserved=0>>

<https://gcc01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fci3.googleusercontent.com%2Fmail-sig%2FAlorK4xyodERwzCuiYHp7ixUOoGAeLzZ0zhPBCMTm8RFWmugdSH_WjEuDnBYGTaFNSFNiak9LOXYX4C5jKlt&data=05%7C02%7CCaltrainBODPublicSupport%40caltrain.com%7C726d470eba5f4376c0d908ddb8b4e904%7C1a34d2f711e24a45b4cd47ceeb1d21be%7C0%7C0%7C638869809345151224%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMilskFOIjoITWFpbClldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=2JxgYD8tk4kH9zwcKkARI0zfauOjVh6URnjPBIVfsN8%3D&reserved=0>

From: [Caltrain BOD Public Support](#)
To: david_bautista@yahoo.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Morning 7.49am train in Morgan Hill to San Jose smells like crap
Date: Wednesday, July 2, 2025 4:05:10 PM

Dear David Bautista,

Thank you for your feedback, and we're sorry to hear about the odor issues on your morning train. Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well.

Please know that bathrooms are treated daily with a biocide solution to remove odors, and cleaning/sanitation is completed each evening. That said, we've shared your report with our maintenance team to investigate the specific train serving Morgan Hill around 7:50 a.m.

We appreciate you bringing this to our attention and thank you for riding with Caltrain.

Sincerely,

Sarah Nabong

Your Caltrain BOD Public Support Team

From: david bautista <david_bautista@yahoo.com>
Sent: Wednesday, June 25, 2025 3:08:22 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Morning 7.49am train in Morgan Hill to San Jose smells like crap

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

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

I moved to Morgan Hill in November of 2024 and started taking the train to work to Redwood City. I was impressed by how clean the train was in the morning, considering it was an older train, and by what a great experience it was.

The past month or two, every morning when the train picks us up at Morgan Hill at approximately 7.50 am, several of the cars on the train have a very foul odor, like crap smell. Both upstairs and downstairs, my concern is that this will make people sick, including me. Can you please investigate this? I believe someone is not doing their job and cleaning the toilet waste out daily; they are cutting corners. I know this because, back in November through April, the train was such a great experience with zero odor, and now it's a crappy experience, to the point where you might make

people sick if this is not taken care of. I know the new trains are coming, but this can definitely not wait. Once I transfer to the new train in San Jose, the issue is gone, it is only the old trains having this issue, they should have the crap tanks emptied daily to avoid this.

Thank you,
Concerned rider,
David Bautista
408-799-8930

Below is what ChatGPT says:

The older Caltrain cars can sometimes smell unpleasant—like “crap” or sewage—for a few reasons:

1.

Toilet Ventilation Design (or Lack Thereof)

- Many of the **older Bombardier train cars** have **non-sealed toilet compartments** and **less effective ventilation systems**.
 - Waste tanks under the train may **vent gases improperly**, especially when toilets are flushed at stations or when holding tanks are full.
 - If negative pressure builds up when doors open or HVAC systems cycle, it can **pull air from the toilet compartment into the passenger area**.
-

2.

Deferred Maintenance

- Older cars are often **harder to keep clean**, and their plumbing systems require **frequent servicing**.
 - If the **waste tanks aren't emptied regularly**, odors can accumulate.
 - Leaks or dried waste around gaskets or vents can **linger and spread odors**, especially in warm weather.
-

3.

HVAC Recirculation

- Air conditioning systems in older Caltrain cars tend to **recirculate cabin air** rather than bring in fresh air consistently.

- This means any odor—whether from bathrooms, passengers, or spills—**gets redistributed** through the HVAC ducts.
-

4.

Aging Infrastructure

- The Bombardier fleet has been in service since the **early 2000s**, and components like flooring, seats, and ventilation ducts have had **years of wear and exposure**.
 - **Porous materials** in older interiors (like carpeted floors or cloth seats) can **trap odors** over time.
-

What's Being Done

- Caltrain is **phasing in new electric trains (EMUs)** starting in 2024–2025 as part of its **electrification project**. These new trains:
 - Don't have onboard toilets (at least in initial EMU configurations).
 - Use **sealed, air-conditioned systems** with better filtration and ventilation.
- In the meantime, Caltrain **routinely deep-cleans** trains, but **odor issues persist** due to legacy equipment.

From: [david bautista](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Morning 7.49am train in Morgan Hill to San Jose smells like crap
Date: Wednesday, July 2, 2025 4:50:58 PM

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

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Thank you for your response, I will let you know some feedback in the next few weeks. This morning I did not notice any odor, I will keep you posted.

Thanks again for your follow up, I really appreciate it

Best Regards,
David Bautista

On Wednesday, July 2, 2025 at 04:05:10 PM PDT, Caltrain BOD Public Support <caltrainbodpublicsupport@caltrain.com> wrote:

Dear David Bautista,

Thank you for your feedback, and we're sorry to hear about the odor issues on your morning train. Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well.

Please know that bathrooms are treated daily with a biocide solution to remove odors, and cleaning/sanitation is completed each evening. That said, we've shared your report with our maintenance team to investigate the specific train serving Morgan Hill around 7:50 a.m.

We appreciate you bringing this to our attention and thank you for riding with Caltrain.

Sincerely,

Sarah Nabong
Your Caltrain BOD Public Support Team

From: david bautista <david_bautista@yahoo.com>
Sent: Wednesday, June 25, 2025 3:08:22 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>
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From: [Caltrain BOD Public Support](#)
To: shahrulsong@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Dwell times at Terminal Stations
Date: Thursday, July 3, 2025 1:55:57 PM

Dear Shahrul Song,

Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well. Thank you for being a valued Caltrain rider and for sharing your observations and thoughtful recommendation regarding dwell times at terminal stations.

I have reached out to Rail Operations to clarify the current approach. At this time, Caltrain does not have an official dwell time policy for terminal stations. Departure timing is generally based on the scheduled departure time and ensuring the platform is clear for a safe departure. That said, please rest assured that the safety and accessibility of all passengers—including those with bicycles, mobility needs, or requiring extra time—remain a top priority.

We truly appreciate your recommendation for conductors to check the full length of the train before closing doors at terminal stations. Your feedback highlights important considerations, and we will share it with our Operations and Safety teams for further review.

Thank you again for taking the time to help us improve the Caltrain experience. Should you have any further questions or suggestions, please don't hesitate to reach out.

Kind regards,

Sarah Nabong

Your Caltrain BOD Public Support Team

From: Shahrul Song <shahrulsong@gmail.com>
Sent: Tuesday, July 1, 2025 5:10:51 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Dwell times at Terminal Stations

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

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Hello,

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I've seen people getting stuck in the train because the doors are closed, bike car occupants needing to rush off quickly even though it's fully packed, and just today an old lady needing assistance had a door trying to close on her when she's on her steps.

I'm recommending Caltrain to have an official policy for the conductor(s) to check the full length of the train first before closing the doors off at terminal stations. There is no rush and since there is no level boarding, it is bound to take some time to leave the doors open.

Best,
Shahrul Song

From: [Caltrain BOD Public Support](#)
To: [timobrien@yahoo.com](#)
Cc: [Sarah Nabong](#)
Subject: Re: Huntington Ave San Bruno
Date: Thursday, July 2, 2025 2:12:20 PM

Dear Tim OBrien,

Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well.

Thank you for your message. I was informed that the vegetation work along Huntington from San Felipe to Sylvan Avenue was completed in May.

Please let me know if this is not the case or if you are still experiencing issues, and I will be happy to follow up.

Best regards,

Sarah Nabong
Your Caltrain BOD Public Support Team

From: Tim OBrien <timobrien@yahoo.com>
Sent: Wednesday, May 21, 2025 1:28:15 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>
Subject: Huntington Ave San Bruno

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Hi

Can you please cut the overgrown vegetation along Huntington from San Felipe to Sylvan Ave



Sent from my iPhone

From: [Caltrain BOD Public Support](#)
To: 1awesometransitfan@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: New Caltrain Fleet Feedback
Date: Thursday, July 3, 2025 2:21:31 PM

Deae Nate Wittenberg,

Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well.

Thank you for your detailed and thoughtful suggestions regarding Caltrain's future fleet and service improvements. We appreciate your insights on the Alstom Multilevel III EMUs and your ideas for enhanced service and onboard amenities.

I will share your recommendations with our Operations and Procurement teams who work with our suppliers.

Thanks again for your enthusiasm and support of Caltrain.

Best regards,

Sarah Nabong

Your Caltrain BOD Public Support Team

From: Nate Wittenberg <1awesometransitfan@gmail.com>
Sent: Thursday, April 3, 2025 4:30:00 PM (UTC+00:00) Monrovia, Reykjavik
To: boardsecretary@caltrain.com <boardsecretary@caltrain.com>; [Board \(@caltrain.com\)](#) <board@caltrain.com>
Subject: Re: New Caltrain Fleet Feedback

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Actually, scratch the Coradia Multilevel from the fleet. I think the Alstom Multilevel III EMU's would be the most efficient and accessible to accommodate the California High Speed Rail trains when platforms are elevated for high-level boarding. My recommendation is to order up to 40 four-coach sets, in order to run 20 trains formed of 8 coaches (maybe a few more if that's not enough). Would you be available to speak to Alstom Transport about this fleet suggestion?

Thank you!

- Nate

On Tue, Mar 25, 2025 at 9:00 AM Nate Wittenberg <lawesometransitfan@gmail.com> wrote:

Hello,

I am a passenger and train enthusiast from the San Francisco Bay Area writing this email to you because I want to give out some suggestions for further improvements to the new Caltrain service. I have been very impressed with the new Stadler KISS Fleet as they take off so fast. I think two other fleets would also be quite handy and extremely helpful with the low platform boarding, extra Limited and Express round trips daily plus additional journeys south of San Jose (including weekends and federal holidays - I would suggest Limited/Express in both directions in San Francisco/San Jose at each hour until 6 or 7 AM to 7 or 8 PM in both directions), and to accommodate passengers with high speed rail platforms at the Salesforce Transit Center which will be part of the future extension for Caltrain, especially when the section south of Tamien is electrified. There are two types of coaches that Chicago's Metra, New Jersey Transit and Virginia Railway Express are purchasing to replace and/or supplement their Gallery coaches and vintage Arrow III EMU's.

When I looked at news of the coaches being purchased for those companies, I looked all around to find some benefits they can include and they include the following: wide sets of doors, a good floor height inside the coaches adjacent to low level platforms (Coradia Multilevel) and doors to line up with high level platforms for California High Speed Rail (Multilevel III). New Jersey Transit plans to get an EMU style of the Alstom Multilevel III EMU while Metra and VRE are purchasing the Coradia fleet. My recommendation is purchasing an EMU style of these fleets with 4 semi-permanently connected coaches each, attaching two sets together to make an 8-coach train. Another benefit they can include is additional toilet facilities on the train, which I noticed passengers complain about on the Stadler KISS fleet. Passengers might also be intrigued to see these decorated for future holiday trains. Additionally, I think Caltrain might be intrigued to use these and their Stadler fleet for Christmas trains decorated inside and out each weekend in December, and passengers would enjoy travelling on them to meet Santa Claus and his holiday crew while enjoying the holiday cheer onboard the train.

However, if you want to purchase the Multilevel III EMU style of sets to be used on Caltrain, the only component I would suggest changing is two sets of double doorways with steps that raise/lower to the ground, easing passenger flow for those boarding and exiting the trains at low-level platform stations or stations accommodating the California High Speed Rail platform height. My recommendation for these is a Nathan Airchime K5LA as the horn, being loud enough for safety, and ordering these with 4-digit numbers. Here are the fleets I am describing. There may need to be another new maintenance facility or two with this.

Alstom Multilevel III EMU: <https://www.railway.supply/en/multilevel-electric-train-car-multilevel-iii-unveiled-by-alstom-in-the-u-s/>

Alstom Coradia Multilevel: <https://www.alstom.com/press-releases-news/2021/3/alstom-supply-200-multilevel-commuter-rail-cars-chicagos-metra-eu650-million>

I hope the ideas I provided for further improvements on Caltrain make you and Caltrain customers happy, and look forward to hearing back from you.

Sincerely,
Nate Wittenberg.