

**Bicycle and Active  
Transportation Advisory  
Committee**

**Correspondence as of**

**July 18, 2023**

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [SFCTA Board Secretary](#); [Transbay Info](#); [freight@arb.ca.gov](#); [cacsecretary \[@caltrain.com\]](#); [TJPA CAC](#); [SFCTA CAC](#); [Caltrain, Bac \(@caltrain.com\)](#)  
**Subject:** Business case for Battery-Electric Locomotives (BEL)  
**Date:** Tuesday, July 18, 2023 6:11:45 AM  
**Attachments:** [Business case for Battery-electric locomotives.pdf](#)  
[Business case for 4-car EMU trainsets.pdf](#)

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Dear Chair Zmuda,

Further to my email of June 10<sup>th</sup> (below), please consider the attached proposal to **replace the entire Caltrain diesel fleet by 2025.**

Key points:

- BEMU prototype reconfiguration to 4 cars (**potential \$35-\$40M saving**)
- Competitive procurement
- Elimination of battery operations between Tamien and San Francisco
- **Elimination of potential violations of the FFGA caused by a reduction in seating capacity to accommodate 150-200 tons of batteries/trainset.**
- Rigorous testing at the FRA testing facility in Pueblo, NOT SamTrans consultants engaged in Stadler BEMU prototyping
- Evaluation of BELs for the rescue of stranded EMU trainsets
- **Potential \$1/2B saving** (6 x BEMU @ \$85M each = \$510M)

Respectfully presented for your consideration

Roland Lebrun

CC

California Air Resources Board  
Caltrain Board  
SFCTA Commissioners  
TJPA Board of Directors  
TAMC Rail Policy Committee  
Caltrain CAC  
TJPA CAC  
SFCTA CAC  
Caltrain BAC

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**From:** Roland Lebrun

**Sent:** Monday, July 10, 2023 4:06 PM

**To:** Caltrain Board <board@caltrain.com>

**Cc:** SFCTA Board Secretary <clerk@sfcta.org>; Transbay Info <info@tjpa.org>; CHSRA Board <boardmembers@hsr.ca.gov>; Caltrain CAC Secretary <cacsecretary@caltrain.com>; TJPA CAC <CAC@TJPA.org>; SFCTA CAC <cac@sfcta.org>; Caltrain BAC <bac@caltrain.com>

**Subject:** Business case for 4-car Caltrain EMU trainsets

Dear Chair Zmuda,

The intent of the attached letter is to substantiate and elaborate on multiple recommendations by members of the public to reconfigure the entire EMU fleet from 7-car to 4-car trainsets to achieve the following:

**Compliance with FFGA requirement for 4,112 seats/hour/direction during peak**

30% reduction in O&M (**\$25M in FY25**)

30% reduction in power consumption (**\$6M in FY25**)

30% Battery-electric locomotive range extension sufficient to reach Salinas (**\$1/2B saving**)

The letter concludes with a specific trainset reconfiguration proposal for referral to the Caltrain CAC and Finance Committee July meetings followed by a recommendation to the August full Board meeting.

Respectfully presented for your consideration

Roland Lebrun

CC:

SFCTA Commissioners

TJPA Board of Directors

CHSRA Board of Directors

Caltrain CAC

TJPA CAC

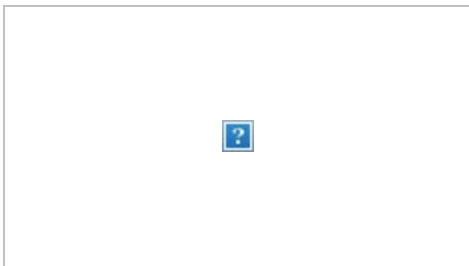
SFCTA CAC

Caltrain BAC

**From:** [liebermand@samtrans.com](mailto:liebermand@samtrans.com) on behalf of [Dan Lieberman](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Caltrain Suspends Train Service Between Hillsdale and Palo Alto on Weekends for Electrification Construction  
**Date:** Wednesday, July 12, 2023 2:45:34 PM

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## NEWS

July 12, 2023

Media Contact: Dan Lieberman, 650.622.2492

### **Caltrain Suspends Train Service Between Hillsdale and Palo Alto on Weekends for Electrification Construction**

Caltrain will be [suspending its service](#) between Hillsdale and Palo Alto Stations on the weekends of July 15-16 and 22-23 in order to accommodate Caltrain electrification construction and testing. Construction crews will continue to erect poles and hang wires for the overhead catenary system (OCS).

Caltrain encourages riders to seek alternative transit options. [Bus bridge service](#) will be available to Caltrain-dependent riders, but passengers should expect delays and longer travel times.

These will be the 15th and 16th of approximately 30 weekends in 2023 in which service will be adjusted to accommodate construction and testing for electrified service, which is expected to launch passenger service in fall 2024. Thus far, construction crews have installed 59 poles this year along with over 431,000 feet of wire.

Caltrain is running a public awareness campaign throughout the year to alert riders to potential service disruptions and provide information about the new and improved service that electrification will deliver.

Caltrain's historic electrification project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. The project will improve the customer experience by increasing the number of trains,

modernizing service and adding new safety elements. The new trains will feature on board displays with digital trip information, increased storage capacities, baby-changing tables, Wi-Fi and power outlets at every seat. Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality and relieving traffic congestion. Additionally, electrified service will advance equity along the corridor by reducing noise and air pollution while increasing access for priority equity communities. It will also set the framework for California's future High Speed Rail network that will run on the Caltrain corridor.

###

*About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.*

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August full Board meeting.

Respectfully presented for your consideration

Roland Lebrun

CC:

SFCTA Commissioners

TJPA Board of Directors

CHSRA Board of Directors

Caltrain CAC

TJPA CAC

SFCTA CAC

Caltrain BAC

**From:** [liebermand@samtrans.com](mailto:liebermand@samtrans.com) on behalf of [Dan Lieberman](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Electric Trains Running on Caltrain Corridor for the First Time in 160 Year History  
**Date:** Tuesday, June 6, 2023 11:50:37 AM

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## NEWS

June 6, 2023

Media Contact: Dan Lieberman, 650.622.2492

Photos/video available at <https://smctd.canto.com/b/GJTKB>

### **Electric Trains Running on Caltrain Corridor for the First Time in 160 Year History**

The electrification of Caltrain has reached another major milestone as electric trains operated under power from the overhead contact system (OCS) for the first time.

Initial tests will be conducted between Santa Clara and College Park Stations on the Santa Clara Drill Track. Test runs will expand to the main track, between San Antonio and San Jose Diridon stations this summer.

“The start of testing for our new electric trains marks an historic moment for our agency, symbolizing tangible progress towards electrification” said Caltrain Executive Director Michelle Bouchard. “It signifies a future of improved service, reduced environmental impact and a more reliable experience that will benefit both our riders, and the communities that we serve.”

“Now that our new trains are running on our own power for the first time, it’s clear that the start of electrified service is just around the corner,” said Caltrain Board Chair Jeff Gee. “I couldn’t be more excited for our riders to experience the future of Caltrain next fall.”

Electric trains are quieter than Caltrain’s current diesel fleet, so the public is advised to [pay close attention](#) when crossing the tracks and to always wait for the gate to fully rise before crossing.

Caltrain’s historic Electrification Project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system.



The project will improve the customer experience by increasing the number of trains, modernizing service and adding new safety elements. The new trains will feature on board displays with digital trip information, increased storage capacities, baby-changing tables, Wi-Fi and power outlets at every seat.

Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality and relieving traffic congestion. Additionally, electrified service will advance equity along the corridor by reducing noise and air pollution while increasing access for priority equity communities. It will also set the framework for California's future High Speed Rail network that will run on the Caltrain corridor.

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*About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.*

Follow Caltrain on [Facebook](#) and [Twitter](#).

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**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Caltrain Suspends Train Service Between San Francisco and Millbrae on Weekends for Electrification Construction  
**Date:** Monday, June 5, 2023 3:36:55 PM

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## NEWS

June 5, 2023

Media Contact: Dan Lieberman, 650.622.2492

### **Caltrain Suspends Train Service Between San Francisco and Millbrae on Weekends for Electrification Construction**

Caltrain will be [suspending its service](#) between San Francisco and Millbrae Stations on the weekends of June 10-11 and 17-18 in order to accommodate Caltrain Electrification construction and testing. Construction crews will continue to erect poles and hang wires for the Overhead Catenary System (OCS), as well as installing and testing signaling equipment.

Caltrain encourages riders to seek alternative transit options. [Limited bus service](#), known as a bus bridge, will be provided to Caltrain-dependent riders traveling to or from the affected area.

These will be the 13th and 14th of approximately 30 weekends in 2023 in which service will be adjusted to accommodate construction and testing for electrified service, which is expected to launch passenger service in fall 2024. Thus far, construction crews have installed 59 poles this year along with over 200,000 feet of wire.

Caltrain is running a public awareness campaign throughout the year to alert riders to potential service disruptions and provide information about the new and improved service that electrification will deliver.

Caltrain's historic Electrification Project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. The project will

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**From:** [liebermand@samtrans.com](mailto:liebermand@samtrans.com) on behalf of [Dan Lieberman](#)  
**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Caltrain Board of Directors Approves Budgets for FY2024 and FY2025  
**Date:** Friday, June 2, 2023 10:08:07 AM

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NEWS

June 2, 2023

Media Contact: Dan Lieberman, 650.622.2492

### **Caltrain Board of Directors Approves Budgets for FY2024 and FY2025**

Caltrain's Board of Directors approved its operating and capital budgets for Fiscal Year (FY) 2024 and 2025 at the rail agency's monthly board meeting.

The FY2024 operating budget is in the amount of \$192.7 million while FY2025 will be \$238.1 million. The operating budget relies on Measure RR, gradual ridership recovery, and utilization of State Transit Assistance (STA) carryforward funds.

The operating budget will continue to fund Caltrain's highest ever service levels of 104 trains per weekday as the agency endeavors to provide service that works for all potential riders. Caltrain has increased its midday and evening service in order to appeal to a wider and more diverse group of riders. The budget will cover expanded service to South Santa Clara County. It will also fund the electrified service which is expected to launch in fall 2024.

Caltrain's FY2024 \$510.2 million capital budget and FY2025 \$74.6 million capital budget will be funded through a combination of federal, regional and state grants, local funding and member agency funding.

The Caltrain capital budget covers long-term infrastructure improvement and maintenance projects including maintenance work on stations and intermodal access, right of way signals and communications, and rolling stock. The capital budget also includes additional funding for the Guadalupe River Bridge Replacement Project, the San Francisquito Creek Bridge Replacement Project, right of way fencing, the Track Tie Replacement Project, improved visual messaging signs at stations,

improved storm drains and the general state of good repair for the system at large.

Caltrain is projecting a deficit of \$33 million in FY2026 and \$58 million in FY2027 based on the Strategic Financial Plan that was presented at the Board Workshop in March. An update to the Financial Plan will be made in September 2023. FY2024 begins on July 1, 2023 and ends on June 30, 2024.

###

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**From:** [Michelle Quiros](#)  
**To:** [dlohse@scu.edu](mailto:dlohse@scu.edu); [rbaumgartner@scu.edu](mailto:rbaumgartner@scu.edu); [Communications](#); [Tasha Bartholomew](#); [Wasilco, Jadie](#); [PRA](#); [Board \(@caltrain.com\)](#); [LPMG](#); [Construction@caltrain.com](mailto:Construction@caltrain.com); [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com)); [council@redwoodcity.org](mailto:council@redwoodcity.org); [cacsecretary \[@caltrain.com\]](mailto:cacsecretary [@caltrain.com)  
**Subject:** Sad experience  
**Date:** Thursday, June 1, 2023 9:19:00 PM

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It's sad when hardworking immigrants like me working 2 jobs going home at 9 in the evening are forced to endure loud and insensitive white privileged students from SCU.

Can't these kids who are heading to SF to party talk quietly? Or maybe they need attention?

**From:** [abuniem@samtrans.com](mailto:abuniem@samtrans.com) on behalf of [Mahmoud Abunie](#)  
**To:** [Caltrain\\_Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Caltrain To Run Weekend Schedule on Memorial Day  
**Date:** Thursday, May 25, 2023 10:00:28 AM

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## NEWS

May 25, 2023

Media Contact: Mahmoud Abunie, 650.730.6201

### **Caltrain To Run Weekend Schedule on Memorial Day**

Memorial Day is Monday, May 29, and Caltrain stands ready to get riders where they need to go.

Caltrain will operate on a [weekend schedule](#) in observance of the holiday. Visit the [Caltrain Holiday Service page](#) for all holiday service information. In addition, there will be no Caltrain shuttle service. The Customer Service Center is open on weekdays from 7 a.m. to 7 p.m. and on weekends and holidays from 8 a.m. to 5 p.m.

The administrative offices for Caltrain, located at 1250 San Carlos Ave. in San Carlos, will be closed on Memorial Day.

###

*About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad has provided the community with more than 150 years of continuous passenger service. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.*

Follow Caltrain on [Facebook](#) and [Twitter](#).

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**To:** [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))  
**Subject:** NEWS: Caltrain Offers Additional Service for Bay to Breakers  
**Date:** Wednesday, May 17, 2023 11:06:15 AM

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## NEWS

May 17, 2023

Media Contact: Mahmoud Abunie, 650.730.6201

### **Caltrain Offers Additional Service for Bay to Breakers**

[Bay to Breakers](#), the beloved San Francisco tradition celebrated by revelers throughout the Bay Area, is fast approaching this year and Caltrain will be running extra service this coming Sunday, May 21, so Peninsula and South Bay residents can make it to the starting line.

Caltrain will run [two northbound special event trains](#) with limited stops to the race. One train will depart from San Jose Diridon Station at 6:02 a.m. and arrive at the San Francisco Caltrain Station at 7:30 a.m., and the other train will depart from Palo Alto Station at 6:24 a.m. and arrive at the San Francisco Caltrain Station at 7:17 a.m. At California Avenue and Palo Alto stations, riders will board trains on the southbound platform.

Alcohol will be prohibited on the pre-event special trains. Riders are encouraged to arrive early at each station. The race begins at 8 a.m. and the starting line is about 1.4 miles from the San Francisco Caltrain Station. Following the race, Caltrain will also provide extra post-event capacity, as needed.

To avoid long lines, passengers are encouraged to pre-purchase a Bay to Breakers Day Pass through [Clipper](#) or the [Caltrain Mobile Ticket App](#). Clipper card users are reminded to tag on and tag off. Caltrain is a proof-of-payment system; tickets are not sold onboard trains but can be purchased at station ticket machines.

Parking at Caltrain stations costs \$5.50 for the day, and permits can be purchased through ticket machines onsite or through the Caltrain Mobile Ticket App. Paid parking rules are enforced throughout the day.

For more information about Caltrain schedules and fares or for help planning your trip, call Caltrain Customer Service at 1.800.660.4287 (TTY 650.508.6448) or visit [www.caltrain.com](http://www.caltrain.com).

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