



JPB Board of Directors  
Meeting of September 7, 2023

Correspondence as of August 4, 2023

<u>#</u>	<u>Subject</u>
1	RE_ Business case for Battery-Electric Locomotives (BEL)
2	Extended deadline_ SFBT's List of the 100 Fastest-Growing Private Companies in the Bay Area



It is also reasonable to assume that the prototype trainset will not require any modifications to the bike and the bathroom cars (the two middle cars) estimated to cost approximately \$5M each **so the actual cost of the two “half BEL” cab cars will be \$35M each or approximately the same as 14 Battery-Electric Locomotives slated to be delivered to Union Pacific by the end of this year at a cost of \$5M each:**

<https://www.freightwaves.com/news/union-pacific-spending-over-100m-on-20-battery-electric-locomotives>

[Union Pacific spending over \\$100M on 20 battery-electric locomotives](https://www.freightwaves.com/news/union-pacific-spending-over-100m-on-20-battery-electric-locomotives)

UP will examine the locomotives' performance at its yards and in California and Nebraska and see how the locomotives can be deployed for long-haul service.

[www.freightwaves.com](https://www.freightwaves.com)

In closing, please consider directing staff to approach Wabtec and/or Progress Rail for a proposal that will **eliminate all diesels shortly after electrification between San Francisco and San Jose** instead of continuing diesel operations until 2030.

Respectfully presented for your consideration

Roland Lebrun

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Tuesday, July 18, 2023 6:11 AM  
**To:** Caltrain Board <board@caltrain.com>  
**Cc:** SFCTA Board Secretary <clerk@sfcta.org>; Transbay Info <info@tjpa.org>; freight@arb.ca.gov <freight@arb.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 Battery-Electric Locomotives (BEL)

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:** [Ari Mahrer](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Extended deadline: SFBT's List of the 100 Fastest-Growing Private Companies in the Bay Area  
**Date:** Friday, August 4, 2023 2:43:28 PM

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## San Francisco Business Times

Ari Mahrer | [amahrer@bizjournals.com](mailto:amahrer@bizjournals.com)

Hi Office Manager,

I wanted to let you know that the deadline was extended to nominate for the San Francisco Business Times' **2023 Fastest-Growing Bay Area Private Companies Awards**.

Our Fast 100 award winners are those businesses that have shown tremendous growth over the past few years. In a time when we need some positive news, we look forward to recognizing companies that have been growing.

If your company increased its revenue by at least 10% from 2020 to 2022, we encourage you to nominate! It's free to apply.

Honorees will be featured in a special print publication in the San Francisco Business Times weekly paper, on [SanFranciscoBusinessTimes.com](http://SanFranciscoBusinessTimes.com), in our Book of Lists and at an awards ceremony.

**To view the complete details and to make a nomination, please visit:**

<https://www.bizjournals.com/sanfrancisco/nomination/87208/2023/fastestgrowing-private-companies#/>

The extended deadline to nominate is **August 11**. We will likely extend this deadline again, but please do try to get your nominations in by this date. If you already nominated, please disregard this email.

Sincerely,

Ari Mahrer  
Data Reporter  
San Francisco Business Times  
415-288-4958  
[amahrer@bizjournals.com](mailto:amahrer@bizjournals.com)

For questions about this e-mail: [amahrer@bizjournals.com](mailto:amahrer@bizjournals.com)