



JPB Board of Directors
Meeting of February 6, 2025

Correspondence as of January 17, 2025

Subject

1. Leave early
2. Re: Leave early – *Staff response*
3. Re: Caltrain Horns – *Staff response*
4. Correspondence from Emil Sarin Lawrence
5. RAILWAY INTERIOR INNOVATION SUMMIT USA 2025 _ Invitation to please be shared with Sam Sargent, Director Strategy and Policy of Caltrain
6. South Bay Progressive Alliance (SBPA) Recommends Smarter Transit Investments Over Costly BART Extension
7. Re: Leave early
8. You're Invited! Leaders & Legacy, January 30

FW: Leave early

From Loana Lumina-Hsu <Lumina-HsuL@samtrans.com>
Date Mon 1/13/2025 8:42 AM
To Board (@caltrain.com) <BoardCaltrain@samtrans.com>

Please include in JPB Correspondence

From: Shane McLaughlin <shane4603@gmail.com>
Sent: Monday, January 13, 2025 7:44 AM
To: PRA <pra@caltrain.com>
Subject: Leave early

Some people who received this message don't often get email from shane4603@gmail.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.

Why do trains always leave early?

The 737 train from Redwood City south this morning again left at 7:36 when it's supposed to leave at 7:37.

Now I have to drive my son all the way to San Jose to get to high school. Even though we were on time for the train, although just barely.

If we had that extra 30 seconds he would've been on the train. Can you explain to me why you leave early like that, when so many other days you are late?

It's not fair

www.ShaneMcLaughlin.com
<https://www.linkedin.com/in/shanemclaughlin/>
(650) 683-0909

Re: Leave early

From Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Date Mon 1/13/2025 1:59 PM

To shane4603@gmail.com <shane4603@gmail.com>

Cc Board (@caltrain.com) <BoardCaltrain@samtrans.com>; PRA <PRA@samtrans.com>

Dear Shane McLaughlin,

Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members. Thank you for sharing your feedback regarding your experience with Train 108 today. We apologize for any inconvenience this may have caused.

Our crew members synchronize their watches at the beginning of each shift with the U.S. Naval Observatory Master Clock and are allowed a margin of plus or minus 30 seconds, as per our policy found here under "How to Ride" <https://www.caltrain.com/rider-information/how-ride-caltrain>

To ensure a smooth boarding process, we recommend arriving at least 5 minutes before the scheduled departure time. This will provide sufficient time to board and account for any unexpected changes.

We appreciate your feedback.

Sincerely,

Your Caltrain BOD Public Support Team

From: Shane McLaughlin <shane4603@gmail.com>

Sent: Monday, January 13, 2025 7:44 AM

To: PRA <pra@caltrain.com>

Subject: Leave early

Some people who received this message don't often get email from shane4603@gmail.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.

Why do trains always leave early?

The 737 train from Redwood City south this morning again left at 7:36 when it's supposed to leave at 7:37.

Now I have to drive my son all the way to San Jose to get to high school. Even though we were on time for the train, although just barely.

If we had that extra 30 seconds he would've been on the train. Can you explain to me why you leave early like that, when so many other days you are late?

It's not fair

www.ShaneMcLaughlin.com

<https://www.linkedin.com/in/shanemclaughlin/>

(650) 683-0909

Re: Caltrain Horns

From Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Date Mon 1/13/2025 2:07 PM

To Martin J Sommer <martin@sommer.net>

Cc Board (@caltrain.com) <board@caltrain.com>

Dear Mr. Sommer,

Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members. We apologize for the delay in our response. Our External Affairs Manager is currently reviewing the specifics of our horn/bell rules. He is out this week but will follow up directly with you next week.

Thank you for your patience and understanding.

Sincerely,

Your Caltrain BOD Public Support Team

From: Martin J Sommer <martin@sommer.net>

Sent: Thursday, December 26, 2024 10:04:51 PM (UTC+00:00) Monrovia, Reykjavik

To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Cc: Board (@caltrain.com) <board@caltrain.com>; Board (@samtrans.com) <board@samtrans.com>

Subject: Re: Caltrain Horns

ATTENTION: This email came from an external source. Do not open attachments or click on links from Happy Holidays. Could I please have an official response to this, heading into the new year?

Thank you,

Martin

On 11/26/24 8:48 PM, Martin J Sommer wrote:

Dear Caltrain BOD Public Support,

Thank you for the additional information. I have read through the suggested General Code of Operating Rules (GCOR) and Title 49 (CFR 49), and nothing states as "required", the practice of sounding the bell/horn on every entry and exit of a grade separated station, such as University Ave station in Palo Alto.

This is simply a "choice" made by Caltrain, is different from other train systems (BART, Muni, etc) in the SF Bay area, and is unjustified by federal or state requirements. This choice, is creating unneeded noise pollution.

Please limit the ringing of bells or sounding of horns while entering University Ave station, to potential imminent danger, such as a person either on or too close to the tracks.

Thank you,
Martin

On 11/5/24 10:38 AM, Caltrain BOD Public Support wrote:

Dear Martin Sommer,

Thank you for your feedback regarding the use of the bell and horn at the Palo Alto University Ave. Station. We appreciate your concerns about noise pollution and the impact it has on the community.

To clarify, "Company policy" references the General Code of Operating Rules (GCOR), which aligns with the Federal Railroad Administration (FRA) regulations and Title 49 (CFR 49). While we understand your suggestion to limit the use of the bell and horn to instances of imminent danger, it is important to emphasize that the bell is utilized for safety reasons prior to entering, departing, and while passing through passenger stations. This practice is required, and it is meant to alert pedestrians near the platform of an approaching or passing train, ensuring their safety.

Additionally, the whistle/horn will be sounded when approaching individuals, equipment, or any potential hazards on or near the track, regardless of any whistle prohibitions. This is a critical safety measure, especially considering the nearby crossing at the Palo Alto station.

We value your input and are committed to maintaining a balance between safety and community concerns.

Thank you for your understanding.

Your Caltrain BOD Public Support Team

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

Sent: Sunday, October 27, 2024 4:32 PM

To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Subject: FW: Caltrain Horns

From: Martin J Sommer <martin@sommer.net>

Sent: Sunday, October 27, 2024 11:32:43 PM (UTC+00:00) Monrovia, Reykjavik

To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Cc: Board (@caltrain.com) <board@caltrain.com>; Board (@samtrans.com)

[<board@samtrans.com>](mailto:board@samtrans.com)

Subject: Re: Caltrain Horns

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

Thank you for acknowledging that sounding the bell/horn each time a train enters or exists the Palo Alto University Ave. Station, is NOT an FRA requirement, and is simply a Caltrain "policy".

Before taking this issue into legal action regarding a public agency generating unneeded noise pollution, would you be willing to only sound the bell/horn, whenever there is "imminent danger"? For example, if someone has jumped or fallen onto the tracks, or is too close to the platform edge?

If so, this would provide a workable solution, and reduce the bell/horn noise by at least 90%. I believe this would also educate people of real emergencies, vs routine noise.

Thanks, and please let me know.

Sincerely,
Martin

On 10/25/24 1:27 PM, Caltrain BOD Public Support wrote:

Dear Martin Sommer,

Your message to the Caltrain Board of Directors was referred to me for response. The Board members will receive a copy of our correspondence. Thank you for your feedback regarding the sounding of the bell at the Palo Alto Caltrain Station. We appreciate your concerns and understand the importance of minimizing noise pollution, especially in areas where efforts have been made to create a quieter environment.

We would like to clarify that, according to company policy, it is required to sound the bell when approaching and traveling through every station platform. This rule is in place to ensure the safety of all individuals in the vicinity, as it serves as a warning to make them aware of an incoming train. While we recognize that University Ave. Station is grade-separated, the safety of the general public remains our top priority.

We sincerely apologize for any inconvenience this may have caused and appreciate your understanding of the safety measures we have implemented. Your feedback is invaluable, and we will continue to evaluate our practices to balance safety and community concerns.

Thank you for your understanding.

Best regards,

Your Caltrain BOD Public Support Team

From: Martin J Sommer <martin@sommer.net>

Sent: Tuesday, October 15, 2024 3:34:18 AM (UTC+00:00) Monrovia, Reykjavik

To: Todd Douglas <DouglasT@samtrans.com>

Cc: Board (@caltrain.com) <board@caltrain.com>; Board (@samtrans.com) <board@samtrans.com>

Subject: Re: Caltrain Horns

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

Thanks for your response. According to FRA document 222.21 When must a locomotive horn be used?, " ... the locomotive horn on the lead locomotive of a train ... shall be sounded when such locomotive or lead cab car is approaching a public highway-rail grade crossing".

The significant part here, is "grade crossing". When it comes to sounding a horn or bell at stations, it boils down to two issues: a) is the station "at grade" with the tracks, and/or b) is there an imminent hazard of death or injury to a person or persons.

University Ave. Station in Palo Alto, is grade-separated, and thus the only validation for ringing a bell or blowing the horn, is if someone has jumped or fallen onto the tracks, and is in "imminent danger".

The idea of the new electric trains ringing their bell on every entry and exit of the University Ave. Station, is not required, and is creating public noise pollution ... something we worked so hard to eliminate, in electrifying Caltrain.

Please stop sounding the bell and/or horn, every time a train enters or exists University Ave. Station in Palo Alto!!

Ref: <https://www.ecfr.gov/current/title-49/section-222.21>

Martin

On 10/14/24 3:24 PM, Todd Douglas wrote:

Hello Martin Sommer,

Thank you for taking the time in contacting Caltrain with your comments concerning horn noise in your area. Your comments were sent to Rail Operations for further handling.

The application of a train's horn/bells is governed by Federal and State law. One of the locations where they must sound their horn is when the tracks cross a street and also pull into the station.

I can tell you we frequently inspect the volume of these systems to ensure they fall within the mandated decibel range for this type of equipment.

We are sorry the sound has been disturbing you, and will maintain our programmed monitoring of these systems to ensure they are only as loud as necessary.

Again, thank you for your comments.

Regards,

Todd Douglas
San Mateo County Transit District
Customer Service Dept.
1250 San Carlos Avenue
San Carlos, CA 95070-1306
1-800-660-4287
www.smctd.com

--

Martin Sommer
650-346-5307
martin@sommer.net
www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

--

Martin Sommer
650-346-5307
martin@sommer.net
www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

--

Martin Sommer

650-346-5307

martin@sommer.net

www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

--

Martin Sommer

650-346-5307

martin@sommer.net

www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

January 3rd, 2025

Federal Transit Administration (FTA)
Office of Civil Rights
Title VI Program Coordinator
East Building, Fifth Floor. TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

*Case:
24-NF-010608
A*

Re: **Addendum** to a FTA Title VI Complaint against SamTrans, a division of the Peninsula Corridor Joint Power board (PCJPB) in San Mateo County, on 01/03/25. These enclosed documents are the addition to A Title VI report which was filed with the PCJPB and the FTA, the week of 01/03/25. These documents are not a revision of the Title VI complaint but are an **addition** to it.

ADDENDUM

Re: FTA help for transit victims

Title VI Administrator:

I am adding these documents for essentially two reasons. First, the County bureaucracy and its agents, have asked me to remove all mentions of race-in my documents-when this is a racial crime. This request can be considered as a part of 'wokism' within the system. In this doctrine Africans do not create crimes, but are only the victims of crimes. I have written letters of my observations on SamTrans-in a previous case-that the problems I observed on these buses. However. SamTrans-is in denial-has let African thugs take over their buses, just like the many of examples from NYC or Chicago, Ill. This board sits in their well-padded chairs with shocking salaries fantasizing on what it takes to ride a SamTrans bus, anywhere.

In an earlier incident-before I was pushed off Caltrain and exited with the help of a passenger-the African conductor actually stopped the train. I had just removed my crutches, due to a hit and run auto-accident-on 12/29/24. The African and his partner-saw I was limping and refused service. So, I am taking this Title VI position in this instant. I want no misunderstanding. John Allmon, when he attempted to murder me, caused emotional pain, which lingers, with constant financial hardship. Yes, he is in jail, but my medical bill from Zuckerberg GH is \$219,000, and he has not paid it. Nor has the PCJPB. I get ambulance and hospital bills every week. They want their money. The state supplies the felon with an attorney while the victim goes to hell, without one,

Before the attempted murder, I sent all of my written observations-as a SamTrans rider-for the past two- and one-half years-to 1250 West San Carlos Avenue in San Carlos. The PCJPB acknowledged the letters, but only as PR work, and did nothing more to protect passengers. The facts are: Africans act as bullies that control the senior bus seats and assault passengers in doing so, is a crime. This was exactly what John Allmon, the attempted murderer was doing.

In the related Caltrain incident-the PCJPB has all the notes to this racial incident-they interviewed me for on March 6, 2024, at 1250 west San Carlos Avenue in San Carlos. I was going to tell the PCJPB on that day, but with innate arrogance, the PCJPB cut off my microphone after two minutes. This was the PCJPB response. And, after reading their letter, it is

still their response. I think their PCJPB salaries are so fat, they simply do not care. The PCJPB wants my issue is go into your garbage can, quickly.

Get the PCJPB to pull my Caltrain interview-hand written notes-of the incident on their train on March 6, 2024. That and the letters sent them would be a good place to start your investigation.

Also, Officer Nick Kostielney, the RWC Police Detective for the mismanaged RWC Police Department. For the past six months while John Allmon-the attempted murderer is in jail, the officer has been denying me due process, the 14th Amendment illegal search and seizure of videos, reports and files, of the assault, battery, and more to review-because-he claims to be still investigating. Since I am past the six month federal statutory rule, I should still have a right to the possession of these documents, and to actively seek a civil complaint against the PCJPB, with their lies. cover-ups, and neglect of duty. I now demand my legal federal 300 day extension, that I am allowed.

When I called Caltrain about being thrown of the train. I had to tell their “*complaint taker*” to take my name and address. She was instructed to never ask for it, which would make it one less report to adjudicate. Also, this subtle neglect should be illegal...

Here, the County Sheriff is being recalled and has filed a ten-million-dollar civil complaint against the County-by Sheriff Christina Corpus-among other things including racial harassment. She claims to be a Latina “X,” what ever that is. She files a ten-million-dollar suit based on this mysterious “Latina “X” classification, while the attempted murder forms list figures like \$10,000 or more, for assault, battery and mayhem.

So, I want to be very clear here, in this instant. The court system for victims had me remove my references to Africans in my letters and statements. While they supply the African felon with free counsel paid for by the state. The victim, who was knifed by the African-a Caucasian male veteran and senior citizen gets hand holding, and nothing more stumbling around. This state control turns this victim int a second-class citizen, to roll down the steps. Next, I will be called a neo Nazi or white supremacist, for telling the truth, here. That SamTrans has a problem with African taking over the senior seats, and this thuggery discriminates against all other racial classes, particularly Caucasian American born riders.

I am a US veteran that has worked with Africans. I don’t hate them, except those that attack me. Do I, like Bernie Goetz in the NYC subway shooting in 1984, have to carry a weapon to defend myself? Goetz shot four African punks that attempted to rob him. While I keep the bill collectors away-for the moment-I will only file a civil suit if the FTA and PCJPB attempt to nullify this crime against a victim and humanity. Goetz is 77 years old, and so am I.

Sincerely,

Emil Lawrence

Electronic Signorage

Emil Lawrence MBA

Paralegal Investigator

Unit 218---14B

1000 Twin Dolphin Drive

RWC CA 94065

CC: DA, Stephen Wagstaffe, PCJPB, Kostielney, Castellanos

FTA



BOARD OF DIRECTORS 2024
DEVORA "DEV" DAVIS, CHAIR
STEVE HEMINGER, VICE CHAIR
MARGARET ABE-KOGA
PAT BURT
JEFF GEE
RICO E. MEDINA
RAYMOND MUELLER
SHAMANN WALTON
MONIQUE ZMUDA

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

August 8, 2024

Emil Lawrence
1000 Twin Dolphin Drive, #218
Redwood City, CA 94065

Subject: Title VI Complaints

To Emil Lawrence,

We have received and thoroughly reviewed your complaints and copies of letters mailed to the Office of Civil Rights in June 2024.

The incidents described in your complaint and the attached letters are past the 180 days of the incident, and pursuant to the policies of the Peninsula Corridor Joint Powers Board (Caltrain), Caltrain Title VI 2022 Program, and federal guidance, Federal Transit Administration Circular 4702.1B, the Office of Civil Rights is unable to open an investigation into this matter. Additionally, Caltrain's Customer Service team has provided us with a record of all of your prior correspondence dating back to 2021 and confirmed that each item received a proper response in a timely manner via email or mailed letter. While most complaints were not Title VI related, Customer Service contacted the appropriate Caltrain departments, reviewed any available video footage of the incidents, and closed out every complaint with a resolution.

Caltrain is committed to ensuring that no person is excluded from its service and amenities because of race, color or national origin. Any person who believes they have been discriminated against based on one of these categories may file a complaint within 180 calendar days of the incident on which the complaint is based. Within 10 working days of receipt of your completed complaint form, Caltrain will contact you to confirm receipt of your complaint form and begin an investigation. The investigation will generally be conducted and completed within 60 days of receipt of a complete complaint form. The complainant will receive a letter stating Caltrain's final decision by the end of the 60-day period.

Complaints may also be filed with the Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor – TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

A handwritten signature in blue ink that reads "Michelle Boucard".

PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

August 9, 2024



Emil Lawrence
Emil.savin.lawrence@gmail.com

Re: SamTrans Claims Procedures for **Emil Lawrence**

Dear Emil Lawrence:

BOARD OF DIRECTORS 2024

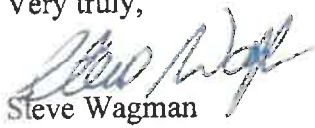
MARINA FRASER, CHAIR
JEFF GEE, VICE CHAIR
DAVID J. CANEPA
MARIE CHUANG
BROOKS ESSER
RICO E. MEDINA
RAY MUELLER
JOSH POWELL
PETER RATTO

APRIL CHAN
GENERAL MANAGER/CEO

In response to your inquiry of August 5, 2024, regarding a potential claim against the San Mateo County Transit District ("District"), if you intend to present a formal claim, please use the enclosed claim form. See Government Code Section 910.4. You should also refer to Government Code Sections 900 *et seq.*, and, in particular, to Section 910, which requires the claim to state:

- 1) The name and post office address of the claimant;
- 2) The post office address to which the person presenting the claim desires notices to be sent;
- 3) The date, place, and other circumstances of the occurrence or transaction which gave rise to the claim asserted;
- 4) A general description of the indebtedness, obligation, injury, damage, or loss incurred so far as it may be known at the time of presentation of the claim;
- 5) The name or names of the public employee or employees causing the injury, damage, or loss, if known; and
- 6) The amount claimed if it totals less than ten thousand dollars (\$10,000) as of the date of presentation of the claim, including the estimated amount of any prospective injury, damage, or loss, insofar as it may be known at the time of the presentation of the claim, together with the basis of computation of the amount claimed. If the amount claimed exceeds ten thousand dollars (\$10,000), no dollar amount shall be included in the claim. However, it shall indicate whether the claim would be a limited civil case (generally \$25,000 or less). See Code of Civil Procedure Section 86.

Very truly,


Steve Wagman
Claims Specialist
Enclosure

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

Emil Lawrence MBA
Investigative Paralegal
Hotel Shores Landing
Unit 14/B, Second Floor
1000 Twin Dolphin Drive
RWC CA 94065
1-628-254-4126

Emil.Savin.Lawrence@Gmail.Com

December 29, 2024

Steve Wagman
Claims Specialist
San Mateo County Transit District
SamTrans/PCJPB
1250 San Carlos Avenue
San Carlos, CA 94070

Re: (1) Pursuant ARTICLE 4 (9104) and compliance with California Government Code Section 910, on enclosed form, in filing this complaint against SamTrans/PCJPB.

Re: (2) This Letter is sent to begin to the Civil Official Complaint Adjudication Process. Complaint filings it will also include Title VI violations of federal law. "State v. John Allmon."

Mr. Wagman:

Enclosed is your official form-with an addendum-which is filled out to the best of my ability. In early January-2024-I will file a civil claim against SamTrans, for violations of Federal and state laws pertaining to protecting passengers on public transportation-from volatile misfits, felons, and other passengers which continually assault public bus passengers. This is also a Title VI complaint. The PCJPB response to my Caltrain incident/complaint was incomprehensible. However, it shows, denial, negligence and a cover-up of incompetence.

I am a senior American Caucasian veteran, that rides SamTrans and Caltrain approximately four weeks a month (daily). I have stated the racial problems I have had, in letters to the SamTrans Board about-some-African senior seat passengers and complacent bus drivers.

On one occasion, I attempted to tell the PCJPB, by letter and direct speech at a Board hearing, where I was cut off after two minutes, when an Asian Board assistant took my microphone. I filed a PJPB complaint and letter to the to the PCJPB, about an African male kicking me off Caltrain, after refusing to help me with my cart.

I feel, the knifing of this victim by John Allmon-attempted murder-by an African-on a SamTrans's bus, is a case and point. For the last three years of writing letters to this Board-in this time-the PCJPB has been in total denial of these racial passenger problems. What Daniel Penny and Bernie Goetz was up against on the NYC subway, takes place in San Mateo, also. And, if I was murdered, SamTrans and the Caltrain Board would have done nothing at all...

Sincerely,

Emil Lawrence

CC: Nick Kostielney, SMC Detective, Jessica Castellanos, Criminal Court Liaison, Stephen Wagstaffe, DA, FTA, Civil Rights

RAILWAY INTERIOR INNOVATION SUMMIT USA 2025 _ Invitation to please be shared with Sam Sargent, Director Strategy and Policy of Caltrain

From Simone Lange <simone.lange@redcabin.de>

Date Tue 1/14/2025 2:15 AM

To Board (@caltrain.com) <Board@Caltrain.com>

 1 attachment (5 MB)

240415_RailwayInteriorInnovationSummit2024USA.pdf;

You don't often get email from simone.lange@redcabin.de. [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 Mr. Sam Sargent,

Happy New Year.

Benjamin Limmer, Bureau Chief of Public Transportation from *Connecticut Department of Transportation*, advised me to reach out to you.

I would like to invite you to attend the RAILWAY INTERIOR INNOVATION SUMMIT USA, to take place **May 20-22, 2025**, in Orlando, Florida, USA and to speak about your latest train interior innovation for public transport at the event.

It would be fantastic to have you at the event, possibly playing an active role!

Kindly find the link to the event webpage: <https://redcabin.de/summits/railway-interior-innovation-summit-usa/>

Please also find the program of the summit from **last year** attached to get an impression of the event.

We will be around 200 experts from the USA, from Europe and Asia to discuss latest train interior innovation and future of train interior at this 3-day summit with summit host *Brightline*.

The event will be free for you and your colleague (except accommodation and travel).

Would you be available for a web call this week?

Many thanks.

Kind regards
Simone Lange



Simone Lange
Program Director

Schlüterstraße 39
c/o Unicorn
10629 Berlin

simone.lange@redcabin.de

office: +49 30 99 40 489 13

mobile: +49 162 108 98 41

<http://redcabin.de>

RedCabin GmbH

Registergericht: Amtsgericht Charlottenburg

Registernummer: HRB 209980

Geschäftsführerin: Monica Wick



Program

RAILWAY INTERIOR

INNOVATION SUMMIT NORTH AMERICA

16-18 April 2024 | Montreal, Canada

© ALSTOM SA 2023. Advanced & Creative Design | Citadis

Hosted by **ALSTOM**
• mobility by nature •

Partner: **SEKISUI** | **KYDEX** | **ACFCF** | **CARS**

Sponsors:



SENOPLAST



PriestmanGoode.



SIEMENS



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

CONFIRMED SPEAKERS AND GUESTS

TOM RUTKOWSKI

VP and Chief Mechanical Officer
Brightline



BENJAMIN T. LIMMER

Bureau Chief of Public
Transportation
Connecticut Department of Transportation



ALEXANDRE GIROUX

Design Studio Manager Americas



ISMAEL BAVANDI

Technical Director Interior

NATHALIE CANTIN

Lighting Product Engineer, CDS Interiors

THOMAS KAYSER

Lighting Product Designer, CDS Interiors

DAVID VAN DER WEE

VP, Rolling Stock and Components
North America

SOPHIE MILENOVICH

CMF Designer

ARIANE THERRIEN

CMF Designer
Alstom

FRANCOIS REBELLO

Former Member of the Quebec
National Assembly and Consultant



MATHIEU CHARBONNEAU

President
DOORspec

MATT MCELVOGUE

VP
Teague



ÈVE-ANN MOAN

Project Coordinator - Rolling Stock



CHRISTIAN VEILLEUX

Project Manager - Rolling Stock Acquisition
EXO

KIRSTY DIAS

Managing Director
PriestmanGoode



ROBERT MENSINGER

Director, Mechanical
Rocky Mountaineer



JEREMY WHITE

Transport Director
Seymourpowell



RUBEN BAKE

Mass Transit and International
Business Manager
Sekisui Kydex



GIAN ROBERTO MARCHESI

CEO
Clerprem



STEFANO RINCO

Sales Director
OMER S.p.A.



JIM MATHEWS

President & CEO
Rail Passengers Association/NARP



VLAD A. CIOBANU

Bid Manager



MICHAEL CAHILL

President, Rolling Stock
Siemens Mobility Inc.

FEDERICO GAZZOLO

VP of Product Development
and Customer Analytics
Amtrak





RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

CONFIRMED SPEAKERS AND GUESTS

ARNAUD LACAZE

Vice-President,
Fleet Renewal Program



LAURENCE LEFRANCOIS

Lead Advisor, Strategy

DEAN ROCKHEAD

Sr. Manager, Product & Service
Design & Customer Journey

JULIE BEDARD

Sr. Advisor, Interior Technical
Services & Engineering

CATHERINE LANGLOIS

Sr. Advisor, Universal Accessibility
VIA Rail Canada

GUIDO VOGEL

Senior Director of Business
Development



JAMES GLENN

Deputy Head of Procurement
STADLER

DANIEL DESPRÈS

President
LDV Consultants



FRANK BANKO

Deputy Director of
Rail System Delivery –
Trainset Project Manager
California High-Speed Rail



KEVIN BLESSING

Director Sales and
Business Development Rail
Metzo, part of The Vita Group



DR. RER. NAT. DAVID SPITZER

Innovation Director
Metzeler Schaum
Managing Director
Deutsche Vita Polymere GmbH

STEVE FINEGAN

President
FINEGAN RAIL CONSULTING GROUP LLC



JAMES MARKS

Chief Technical Officer & CFO
Canadian Railway Services



FEISAL REMTULLA

Director – Fleet, GO Expansion
Metrolinx



CHRISTIANE BAUSBACK

Managing Director / Head of Design
N+P Innovation Design



MICHEL MORELLI

Founder
Morelli Designers



SVENJA LEISTER, PHD

Manager, Management Consulting
DB E.C.O. North America, Inc.



MATTHIAS FISCHER

Managing Director
Neomind



GABRIEL BÉLANGER

Vice President/Project Manager



ELLIOT G. SANDER

Vice Chairman
GD Rail

STEFANO RINCO

Sales Director



JEFF SARAY

Business Development Manager NA
OMER S.p.A.



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

CONFIRMED SPEAKERS AND GUESTS

FREDERICK CHIDESTER

Deputy General
Manager – Equipment
New Jersey Transit



DAVID MULENGA

Senior Transportation Planner –
Asset Management Program
Santa Clara Transportation Authority (VTA)



MICHEL FOURNIER

Eng. Division Manager
Division Matériel Roulant Métro Engineering
(IMRM), Division Engineering,
Executive Management – Engineering and
Major Projects
stm





RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

PARTNER



SEKISUI KYDEX innovates and creates sustainable thermoplastic material solutions for the next generation of product design to help enhance the passenger experience.

The KYDEX® Thermoplastics Quick Response Manufacturing (QRM) business model of manufacturing bespoke materials with short lead times in small quantities expands beyond thermoplastic sheet. The fully compliant KYDEX® portfolio also includes injection molding resins, proprietary Infused Imaging™ technology, integral special effects, unique textures, antibacterial protection and custom products and design.

The SEKISUI KYDEX appLab™ and designLab® Innovation Centers are collaborative spaces for clients and customers to bring the supply chain together for rapid prototyping and design development. These spaces are the bridge between engineering and art.



The Canadian Association of Railway Suppliers (CARS) is a dynamic organization at the forefront of the railway industry in Canada.

Committed to advancing the interests of its members, CARS serves as a hub for networking, collaboration, and advocacy. With a focus on innovation, safety, and sustainability, CARS plays a crucial role in shaping the future of rail transportation.

Through its diverse membership and strategic partnerships, CARS continues to drive positive change and promote excellence in the railway sector.

SPONSOR



OMER S.p.A. was founded in Palermo in 1990 as a manufacturer of components for road vehicles. In 1993 OMER started operations in the sector of components and interior furnishings for railway vehicles.

Today OMER is an international operator in the field of design and production of railway components with a high engineering and innovative content, designed to be fitted on high-speed, regional and subway trains. The Company works in partnership with rolling stock manufacturers engaging in the construction of finished railway vehicles, as required by railway transport operators.

The Group specializes in the design and production of all-round interiors, i.e. interior coverings for all the areas of a vehicle, toilet module cabins, as well as carriage exterior components, such as fairings and doors. The Group is also committed to pursue compliance with ESG (Environmental, Social, Governance) parameters. OMER has developed a proprietary technology that allows it to combine design and the use of aluminum, a green, recyclable and environmentally friendly material. The Group develops and manufactures internally, through a highly vertical production process, almost all of its customers' job orders, in the industrial plants of Carini (Palermo) and Sterling Heights in Detroit (Michigan).



Manufacturing leather since 1883, Perrone's craftsmanship and technological expertise spans four generations.

Our Fultonville, New York headquarters and 100,000 sf factory is specially equipped to manufacture certified leathers and advanced, lightweight synthetics to meet the needs of all global rail applications from metro and commuter to luxury and high speed rail. Perrone genuine leathers and textiles are crafted with an eye toward sustainability for unsurpassed durability, comfort and service life. As a leader in the transportation market, continuous product development initiatives, and ongoing capital investments result in market leading processes, equipment, and technologies. Perrone products meet or exceed all requirements for certification, including EN-45545 HL/2, HL/3, BS 6853, DIN-5570, NFPA 130, AND ASTM E662.



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada



© ALSTOM SA 2016. Bruno Poppe | Citadis™

SPONSOR



SkyPaxxx is a FAA and EASA repair station specializing in seating and interiors and the manufacturer of SkyTiles® carpet.

As a Customer First, Customer Focused company, SkyPaxxx has built a reputation as the premier destination for all of your aircraft interior needs. With a complete range of services and capabilities on every interior component, including customized on wing support, SkyPaxxx is ready to handle any requirement for any fleet. A Crystal Cabin Award winner, Sky-Tiles need no serging, guarantee no fraying or shrinking, and are 100% recyclable with a 3 year appearance guarantee.



LPA Lighting Systems is a world leader in the design and manufacture of high reliability, energy efficient and cost effective LED lighting and electronic systems for rail rolling stocks. The LPA rail compliant product range includes T8 and T5 LED tubes for retrofit, LED smart lighting, LED modules, LED luminaires, down lights, step lights, door status lights (internal and external), reading lights, ambient lights, USB charging units and seat control systems.

For the last 40 years LPA has developed a strong reputation for product innovation, high reliability and performance in the rail industry. LPA recently supplied the state-of-the-art interior lighting system of ÖBB / Siemens Mobility new NightJet trains.

SIEMENS

For more than 160 years, Siemens has been an integral provider of infrastructure, electrification, and transportation solutions in the United States.

From the first light rail vehicles that were delivered to San Diego, California to the 30,000 rail crossings across America, Siemens Mobility has contributed to the power of connection, jobs, and investment to our American cities with eight manufacturing facilities, nearly 4,000 employees, and more than 2,000 suppliers across the United States. Their rolling stock serves nearly half a billion riders annually, while more than 100,000 data points are remotely monitored on their rail infrastructure in America yearly, enabling seamless transportation solutions nationwide.



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

SPONSOR

SENOPLAST Founded in 1956 SENOPLAST Klepsch & Co. GmbH has produced for more than 60 years extruded plastic sheets and films for thermoforming.

Over the years the company has grown into a specialist for the co- extrusion of multi-layer sheets and films and has become known as the technological leader in this field. From its Austrian headquarters in Piesendorf SENOPLAST provides customers around the world and from all kinds of industries with senosan® products. The plastic sheets and films established under the trade mark senosan® are not only used in the automotive and transportation industries but are also well-known for excellent quality and brilliant surfaces in the sanitary and furniture industries.

In 2000 an additional production location opened in Querétaro, Mexico, which meant that customers in the NAFTA area could be served quicker and more efficiently. The 3rd global production unit started production in May 2020 in Suzhou, China. SENOPLAST has enjoyed global success with innovative and high quality plastic sheets and films made of ABS, ABS/PC, PC, ASA, PMMA and PS as raw materials including flame retardant materials.



Since 1994, Transtech Innovations has been at the forefront of developing and manufacturing cutting-edge railway/bus electronics products with the industry best-in-class.

We specialize in addressing complex requirements within interior systems, such as multi-zone heated floor systems with ground fault detection, anti-vandalism passenger convenience outlets (USB & 120V), low-profile information indicators panels, lighting systems controllers, and much more. Our company provides both off-the-shelf and custom products tailored to meet the specific needs of each client.

With over 35,000 products installed in buses and 20,000 products for passenger railcars across North America, TranstechInnovations stands as your reliable and trusted partner.

SPONSOR



Metzo, part of The Vita Group, is the Aviation & Rail specialist within The Vita Group, one of the leading polyurethane foam manufacturers in the world. Our Rail portfolio contains “more than foam”.

A full range of soft furnishing goods for Rail seats and crew compartments such as Foam Cushions, Mattresses & Cover Parts, Armrests, Insulation as well as Dress Covers, Upholstery & Sustainable Solutions to be supplied to all major seat manufacturers and trains worldwide. This includes comprehensive customer service from material selection, prototype construction, and burn tests to series production.

PriestmanGoode. PriestmanGoode is widely recognised as one of the world’s leading design studios working in transport today.

Our expertise spans everything from rail to aviation, autonomous vehicles, cruise ships and personal transport. We work with operators, rolling stock manufacturers and across the supply chain on both industrial and vehicle design, as well as liveries and branding, interiors and customer experience. We have a proven track record of delivering ground- breaking transport solutions for our clients and their passengers.

Moreover, we regularly develop our own initiatives around future mobility solutions. These projects give us an opportunity to address issues – from accessibility to sustainability – that we believe lie at the heart of successful future transport.



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

WHAT OUR PAST DELEGATES EXPERIENCED

„A really interesting 2 days where there’s a real opportunity to discuss different thoughts for the future of railway interiors.“

Angel Trains

„Great way to connect with people across all aspects of the rolling stock interiors community.“

Tiflex

„Great to have a small, but powerful and very centric innovation orientated participant group.“

EAO GmbH

„Very well organized, good presentations, very good attendees, meet the expectations.“

Compin Fainsa

„Great gathering of the rail interior industry in a friendly, inviting setting.“

NVGTR

„After a great online summit, the face-to-face version was even better.“

Ultrafabrics Europe Ltd

„Very well organized.“

STADLER Deutschland

„Great insights, discussions and presentations. Interesting contacts.“

NOSE

WHAT YOU WILL EXPERIENCE ON SITE

KEYNOTE SPEECH

Get to know in-depth knowledge, listen and learn from industry experts, including OEMs, train operators, regulators, seat manufacturers and materials suppliers.

INTERACTIVE PANEL DISCUSSION AND AUDIENCE Q&A

Interact with our panelists, and ensure that all of your questions are answered during these sessions.

INTERACTIVE WORKING GROUP

Get an in depth approach to these hands-on themes. Discuss, brainstorm, elaborate and work together in this interactive session. Tutorials and workshops are also an excellent chance to interact with other people in your area of interest.

SPEED NETWORKING

Break the ice and get to know your industry peers in these fast-paced one-to-one meetings. Greet each participant in this series of brief exchanges and share your professional background.

EVENING RECEPTION

RedCabin invites you to a Dinner. Take this opportunity to network and make new business contacts. Or just relax and round off your first conference day.



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

Summit Day 1 | Tuesday, 16 April 2024

08:00 am Registration

08:05 am Who is who

08:15 am NETWORKING BREAKFAST

09:15 am **Welcome note by Andreas Wibowo from RedCabin and Summit Chairperson Jim Mathews** – President & CEO, Rail Passengers Association/NARP

09:30 am **Welcome note by David Van Der Wee** – VP, Rolling Stock and Components North America, Alstom

SPEEDNETWORKING

Break the ice and get to know your industry peers in these fast-paced, one-to-one meetings. Greet each attendee in a series of brief exchanges and share your professional background. Make sure you bring a whole stack of business cards with you!

EXCLUSIVE ROUND TABLE SESSIONS

You can attend maximum of 2 round table sessions.

ROUND TABLE 1

10:30 am **The future of interior for public transport in North America**

HOSTED BY: **Benjamin T. Limmer** – Bureau Chief of Public Transportation, Connecticut Department of Transportation





RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

Summit Day 1 | Tuesday, 16 April 2024

ROUND TABLE 2

10:30 am Procurement: Operators and train manufacturers will join the Round Table Session

HOSTED BY: **Tom Rutkowski** – VP and Chief Mechanical Officer, *Brightline*

Steve Finegan – President, *FINEGAN RAIL CONSULTING GROUP LLC*

Thomas Kayser – Lighting Product Designer CDS Interiors, *Alstom*

12:30 pm NETWORKING LUNCH BREAK

01:30 pm REM Ride to ALSTOM at REM depot

02:00 pm ALSTOM facilities

04:30 pm REM Ride from ALSTOM REM depot back to Summit Venue

ROUND TABLE 3

10:30 am Flooring in railway interior

HOSTED BY: **Guido Vogel** – Senior Director of Business Development, *STADLER*

ROUND TABLE 4

10:30 am Seat design and comfort

HOSTED BY: **Vlad Ciobanu** – Bid Manager, *Siemens Mobility*

Gian Roberto Marchesi – CEO, *Clerprem*

ROUND TABLE 5

10:30 am Interior lighting for railway

HOSTED BY: **Nathalie Cantin** – Lighting Product Engineer CDS Interiors, *Alstom*



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

Summit Day 2 | Wednesday, 17 April 2024

08:30 am Registration

09:00 am Welcome note by our summit Chairperson

Jim Mathews – President & CEO, *Rail Passengers Association/NARP*

09:10 am 2054 I Train Interiors Evolution

What are the trends, market needs, and future passengers needs to be considered for a railways journey in 30 years? What are the current norms, requirements and specificities to be addressed to offer and deliver future interiors from tomorrow?

Ismael Bavandi – Technical Director Interior, *Alstom*

09:40 am Developing California's First High-Speed Trainset: An Interior Design with a "WOW" Factor

Frank Banko – Deputy Director of Rail System Delivery – Trainset Project Manager, *California High-Speed Rail*

SPEEDNETWORKING

10:10 am Break the ice and get to know your industry peers in these fast-paced, one-to-one meetings. Greet each attendee in a series of brief exchanges and share your professional background. Make sure you bring a whole stack of business cards with you!

10:40 am NETWORKING COFFEE BREAK

11:10 am Lightweighting North American Rail

In a collaboration with KIEL Seating North America, Productive Plastics and SEKISUI KYDEX, a major Northeastern rail program successfully converted rail interior seatbacks from FRP to lighter weight and 100% recyclable thermoplastics. This material transition contributed to an environmentally sound solution that supports end-of-life recyclability and life-cycle design while remaining cost effective, improving crash performance, and maintaining the original design integrity.

Ruben Bake – Mass Transit and International Business Manager, *Sekisui Kydex*

11:40 am Industrialization and production of Interiors for Long Distance Trains

Stefano Rinco – Sales Director, *OMER S.p.A.*

Jeff Saray – Business Development Manager NA, *OMER S.p.A.*

PANEL DISCUSSION

12:10 pm Panel discussion on night train interior in North America

What can be improved and how suppliers, manufacturers and designers can collaborate to enhance passenger experience.

MODERATOR: **Francois Rebello** – Former Member of the Quebec National Assembly and Consultant, *DOORspec*



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

Summit Day 2 | Wednesday, 17 April 2024

PANELISTS: **Federico Gazzolo** – VP of Product Development and Customer Analytics, *Amtrak*

Kirsty Dias – Managing Director, *PriestmanGoode*

Arnaud Lacaze – Vice-President, Fleet Renewal Program, *VIA Rail Canada*

Laurence LeFrancois – Lead Advisor, Strategy, *VIA Rail Canada*

Ismael Bavandi – Technical Director, *Alstom*

12:40 pm Welcome lunch by Michael Cahill – President, Rolling Stock, *Siemens Mobility Inc.*

12:50 pm NETWORKING LUNCH BREAK

INTERACTIVE WORKING GROUPS

The audience will be divided into three groups. Each group will attend all three interactive working groups.

WORKING GROUP – 1

02:20 pm Shaping the future of Light Rail Solutions

HOSTED BY: **Christiane Bausback** – Managing Director / Head of Design, *N+P Innovation Design*

WORKING GROUP – 2

02:20 pm Sustainability through color and materials

How to respond to climate challenge by our choices of materials and colors in our future trains.

HOSTED BY: **Sophie Milenovich** – CMF Designer, *Alstom*

Ariane Therrien – CMF Designer, *Alstom*

WORKING GROUP – 3

02:20 pm Creating excitement for High-Speed Rail in the U.S. – How to make it real for future riders?

In this session, participants will explore how the train interior design process can be used to generate positive awareness for a novel high-speed rail service among key stakeholders and the general public. Drawing upon the vision for the future California High-Speed Rail onboard experience, developed by neomind and DB E.C.O. North America, they will collaboratively brainstorm strategies and measures that can be utilized to engage and excite future riders throughout the lead-up to initial operations.

HOSTED BY: **Svenja Leister, PhD** – Manager, Management Consulting, *DB E.C.O. North America, Inc.*

Matthias Fischer – Managing Director, *Neomind*



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

Summit Day 2 | Wednesday, 17 April 2024

04:20 pm NETWORKING COFFEE BREAK

04:50 pm CONTINUING WITH WORKING GROUPS 1, 2 & 3

05:50 pm RESULTS

Each moderator of the interactive working group is presenting the outcome of their Working Group

06:10 pm CLOSING REMARKS BY OUR SUMMIT CHAIRPERSON

Jim Mathews – President & CEO, Rail Passengers Association/NARP

06:30 pm EVENING NETWORKING RECEPTION

RedCabin invites our delegates to enjoy an informal evening get-together with speakers and peers. Discuss the outcome of the first summit day and expand your network in a relaxed environment.





RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

Summit Day 3 | Thursday, 18 April 2024

08:10 am Registration

09:00 am Welcome note by our summit Chairperson

Jim Mathews – President & CEO, *Rail Passengers Association/NARP*

PANEL DISCUSSION

09:10 am The future interior for long distance train in North America

MODERATOR: **Matt McElvogue** – VP, *Teague*

PANELISTS: **Federico Gazzolo** – VP of Product Development and Customer Analytics, *Amtrak*

Jeremy White – Transport Director, *Seymourpowell*

Dean Rockhead – Sr. Manager, Product & Service Design & Customer Journey, *VIA Rail Canada*

Julie Bedard – Sr. Advisor, Interior Technical Services & Engineering, *VIA Rail Canada*

09:50 am Innovation meets Sustainability

All-new progressive PU graphite foam grades for the US Rail Seating Industry – and our aspiration to lead the ESG agenda in the PU industry.

Kevin Blessing – Director Sales and Business Development Rail, *Metzo, part of The Vita Group*

Dr. rer. nat. David Spitzer – Innovation Director, *Metzeler Schaum* and Managing Director, *Deutsche Vita Polymere GmbH*

10:20 am EXHIBITION TOUR

10:40 am NETWORKING COFFEE BREAK

11:10 am Customer experience guides our choices

Exo is Quebec's sole public transit operator providing commuter train service. To drive growth, it's important for an organization to offer an exceptional customer experience that provides both comfort and reliability. This was exo's focus when selecting the new 2050+ cars that will gradually be commissioned in the coming months. It is a major acquisition program for exo, offering new amenities to rail passengers, improving accessibility as well as providing enhancements for operators. During this session, our speakers will explore the challenges and opportunities exo encountered during this project, including our international supplier's use of Canadian content.

Ève-Ann Moan – Project Coordinator – Rolling Stock, *Exo*

Christian Veilleux – Project Manager – Rolling Stock Acquisition, *Exo*

11:40 am Continuous improvement of accessibility at VIA Rail and inclusion of accessibility requirements in the initial design phase of a project

Laurence LeFrancois – Lead Advisor, Strategy, *VIA Rail Canada*

Catherine Langlois – Sr. Advisor, Universal Accessibility, *VIA Rail Canada*



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

Summit Day 3 | Thursday, 18 April 2024

12:10 pm NETWORKING LUNCH BREAK

EXCLUSIVE ROUND TABLE SESSIONS

You can attend maximum of 2 round table sessions.

ROUND TABLE 1

01:40 pm Challenges in Rolling Stock particularly in Interior Management

Mathieu Charbonneau – President, *DOORspec*

David Mulenga – Senior Transportation Planner –
Asset Management Program, *Santa Clara Transportation Authority (VTA)*

Michel Fournier – Eng. Division Manager, Division Matériel Roulant Métro Engineering (IMRM), Division Engineering, Executive Management – Engineering and Major Projects, *stm*

ROUND TABLE 2

01:40 pm Rolling Stocks Refurbishment – Achieving Success Through Collaboration

Our round table will explore how to achieve fully customized, environmentally friendly, successful product outcomes using a highly collaborative approach.

We will also brainstorm how to get the best project achievement minimizing risk, front-loading critical project issues, and performed in a highly cost competitive manner.

MODERATOR: **Elliot G. Sander** – Vice Chairman, *GD Rail*

PANELISTS: **Gabriel Bélanger** – Vice President/Project Manager, *GD Rail*

James Marks – Chief Technical Officer & CFO, *Canadian Railway Services*

Robert Mensinger – Director, Mechanical, *Rocky Mountaineer*

Daniel Després – President, *LDV Consultants*

Michel Morelli – Founder, *Morelli Designers*

ROUND TABLE 3

01:40 pm New technology in train interior. Charging stations, display systems and connectivity.

Frederick Chidester – Deputy General Manager –
Equipment, *New Jersey Transit*

ROUND TABLE 4

01:40 pm Government related topic

03:40 pm CLOSING REMARKS BY OUR SUMMIT CHAIRPERSON

Jim Mathews – President & CEO, *Rail Passengers Association/NARP*

04:00 pm END OF SUMMIT



RAILWAY INTERIOR INNOVATION SUMMIT NA 2024

16-18 April 2024 | Montreal, Canada

INVESTMENT PER DELEGATE

2 DAYS CONFERENCE INVESTMENT (DAY 2 & 3) *	EUR 2.995
3 DAYS CONFERENCE INVESTMENT (DAY 1, 2 & 3) **	EUR 3.495

* Main Railway Interior Innovation Summit Days

** Alstom Tour, Round Table Operator Focus & Speednetworking (Day 1)
and Main Railway Interior Innovation Summit Days (Days 2 & 3)

Please contact Andreas Wibowo for further information, delegate registration & sponsorship opportunities. Train operators, please ask Andreas regarding vip tickets.

Andreas Wibowo: andreas.wibowo@redcabin.de

+49 30 99 40 489 10 | +49 30 99 40 489 11

Online: www.redcabin.de

SUMMIT VENUE & PARTNER HOTEL

Hôtel Place d'Armes

55, St-Jacques street Montréal, QC | H2Y 1K9 | Canada

For booking* please contact reservations@hotelplacedarmes.com

*reference - RedCabin Event



South Bay Progressive Alliance (SBPA) Recommends Smarter Transit Investments Over Costly BART Extension

From South Bay Progressive Alliance (SBPA) <rob@loopworks.ccsend.com>

Date Thu 1/16/2025 12:20 PM

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

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

MEDIA RELEASE

For Immediate Release

January 16, 2025

Media Contact: Rob Means, 408-230-2585

SouthBayPA.org

SBPA Recommends Smarter Transit Investments Over Costly BART Extension

The South Bay Progressive Alliance (SBPA) urges redirecting funds from the **BART Silicon Valley Phase II Extension Project** to other transit solutions that offer a much better return on investment. Current plans expect to spend an estimated **\$12 billion** to construct a massive BART underground tunnel system with four stations to connect East San Jose (Berryessa) with Diridon Station in Downtown San Jose. Instead, faster to implement and far less costly options—like buses, light rail, or Automated Transit Networks (ATN)—could achieve similar goals for **less than \$2 billion** using local funds only. Since the new administration’s Project 2025 calls for transit projects to meet “sound economic standards and a rigorous cost-benefit analysis”, it’s unlikely that the BART project will get the \$5B expected from the Federal government.

A prime example of a cost-effective ATN is **Glydways-style technology**, which uses self-driving personal podcars. Similar automated systems, such as the **Atlanta SkyTrain** connecting key venues in Georgia, will reduce travel times and remove cars from busy streets. In San Jose, such technology could cut the BART-to-Caltrain trip time to just **8 minutes**, compared to the current **17–23 minutes by bus**.

Find details and background at SouthBayPA.org/bart

About SBPA: As “an independent, politically unaffiliated organization” SBPA works to “elect local corporate-free candidates, enact progressive policies, and build institutions and a society based on democracy, equity, cooperation, compassion and sustainability.” Learn more about SBPA and its mission at SouthBayPA.org

###



South Bay Progressive Alliance (SBPA) Recommends Smarter Transit Investments Over Costly BART Extension

Download Document



LoopWorks | 1421 Yellowstone Av | Milpitas, CA 95035 US

[Unsubscribe](#) | [Update Profile](#) | [Constant Contact Data Notice](#)



Constant Contact

MEDIA RELEASE

For Immediate Release
January 16, 2025
Media Contact: Rob Means, 408-230-2585
SouthBayPA.org



SBPA Recommends Smarter Transit Investments Over Costly BART Extension

The South Bay Progressive Alliance (SBPA) urges redirecting funds from the [BART Silicon Valley Phase II Extension Project](#) to other transit solutions that offer a much better return on investment. Current plans expect to spend an estimated **\$12 billion** to construct a massive BART underground tunnel system with four stations to connect East San Jose (Berryessa) with Diridon Station in Downtown San Jose.

Instead, faster to implement and far less costly options—like buses, light rail, or Automated Transit Networks (ATN)—could achieve similar goals for **less than \$2 billion** using local funds only. Since the new administration’s Project 2025 calls for transit projects to meet “sound economic standards and a rigorous cost-benefit analysis”, it’s unlikely that the BART project will get the \$5B expected from the Federal government.

A prime example of a cost-effective ATN is [Glydways-style technology](#), which uses self-driving personal podcars. Similar automated systems, such as the [Atlanta SkyTrain](#) connecting key venues in Georgia, will reduce travel times and remove cars from busy streets. In San Jose, such technology could cut the BART-to-Caltrain trip time to just **8 minutes**, compared to the current **17–23 minutes by bus**.

Find details and background at SouthBayPA.org/bart

About SBPA: As “an independent, politically unaffiliated organization” SBPA works to “elect local corporate-free candidates, enact progressive policies, and build institutions and a society based on democracy, equity, cooperation, compassion and sustainability.” Learn more about SBPA and its mission at SouthBayPA.org

###

Re: Leave early

From Shane McLaughlin <shane4603@gmail.com>

Date Fri 1/17/2025 7:44 AM

To Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Cc Board (@caltrain.com) <BoardCaltrain@samtrans.com>; PRA <PRA@samtrans.com>

Some people who received this message don't often get email from shane4603@gmail.com. [Learn why this is important](#)

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

Of course the train is late again today. 8 minutes, and we hustled to get there on time.

Your logic and the below note makes no sense.

If you're going leave a minute early, make that the time on your schedule. Make it 7:36 AM not 737.

Something you can do? You will prevent complaints like mine by at least being honest with the time that you depart.

On Mon, Jan 13, 2025 at 1:59 PM Caltrain BOD Public Support
<CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Shane McLaughlin,

Your message to the Caltrain Board of Directors has been forwarded to me for a response. A copy of our correspondence will also be shared with the Board members. Thank you for sharing your feedback regarding your experience with Train 108 today. We apologize for any inconvenience this may have caused.

Our crew members synchronize their watches at the beginning of each shift with the U.S. Naval Observatory Master Clock and are allowed a margin of plus or minus 30 seconds, as per our policy found here under "How to Ride" <https://www.caltrain.com/rider-information/how-ride-caltrain>

To ensure a smooth boarding process, we recommend arriving at least 5 minutes before the scheduled departure time. This will provide sufficient time to board and account for any unexpected changes.

We appreciate your feedback.

Sincerely,

Your Caltrain BOD Public Support Team

From: Shane McLaughlin <shane4603@gmail.com>

Sent: Monday, January 13, 2025 7:44 AM

To: PRA <pra@caltrain.com>

Subject: Leave early

Some people who received this message don't often get email from shane4603@gmail.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.

Why do trains always leave early?

The 737 train from Redwood City south this morning again left at 7:36 when it's supposed to leave at 7:37.

Now I have to drive my son all the way to San Jose to get to high school. Even though we were on time for the train, although just barely.

If we had that extra 30 seconds he would've been on the train. Can you explain to me why you leave early like that, when so many other days you are late?

It's not fair

www.ShaneMcLaughlin.com

<https://www.linkedin.com/in/shanemclaughlin/>

(650) 683-0909

You're Invited! Leaders & Legacy, January 30

From Lina Guzman <linag@sjchamber.com>
on behalf of
Leah Toeniskoetter <leaht@sjchamber.com>
Date Fri 1/17/2025 12:17 PM
To Board (@caltrain.com) <Board@Caltrain.com>

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

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

To: Caltrain Board of Directors

On behalf of Leah Toeniskoetter, President & CEO, we are pleased to invite you to the San Jose Chamber of Commerce's [Leaders & Legacy](#) event, taking place on **Thursday, January 30, from 6:00 to 9:00 pm at the San Jose Marriott.**

This signature event offers an opportunity to:

- **Hear from the Chamber:** Kick off the year by welcoming the Chamber's new board, hearing the Chamber's 2024 achievements, and learning our vision for 2025.
- **Engage Key Stakeholders:** Connect with elected, business, nonprofit and community leaders.
- **Celebrate our Pro Sports Teams:** Hear from a distinguished panel featuring executives from the Sharks, 49ers, Earthquakes, and Bay FC, as they discuss the major sporting milestones coming to our region in 2026—including the Super Bowl, NCAA Men's Basketball Tournament, and the FIFA World Cup—and the opportunities these events will present to our business community.

Registration: Tickets can be purchased by clicking [HERE](#)

Program:

- 6:00 pm: Registration and General Reception
- 7:00 pm: Program Begins

Attire: Business or business formal

We hope you are able to join us for a great event!

[Buy tickets now!](#)



Join us Jan 30th

Leah Toeniskoetter

President & CEO

San Jose Chamber of Commerce

Email leaht@sjchamber.com

Assistant: Lina Guzman, linag@sjchamber.com

Office: [101 W. Santa Clara Street, San Jose, CA 95113](#)

Mailing Address: PO Box 149, San Jose, CA 95103