

SAMTRANS
CORRESPONDENCE
as of 11-27-2024

From: [Mass Transit Board \(@samtrans.com\)](#)
To: [Mass Transit Board \(@samtrans.com\)](#)
Subject: Transit Bid Tracker - Nov 28th, 2024
Date: Wednesday, November 27, 2024 12:00:27 PM

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Transit Bid Tracker | [View online](#)



RFP P50572 PARATRANSIT ELIGIBILITY ASSESSMENT SERVICES

From Metropolitan Atlanta Rapid Transit Authority (MARTA)

The METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY, 2424 Piedmont Road, N.E., Atlanta, Georgia 30324-3330, proposes to advertise for Proposals for Paratransit Eligibility Assessment Services, RFP P50572 on or about November 25, 2024. Pre-Proposal...



RFP P50408 PARATRANSIT OPERATIONS, MAINTENANCE, SCHEDULING AND DISPATCHING SERVICES

From Metropolitan Atlanta Rapid Transit Authority (MARTA)

REQUEST FOR PROPOSALS (RFP) P50408 The METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY, 2424 Piedmont Road, N.E., Atlanta, Georgia 30324-3330, proposes to advertise for Proposals for Paratransit Operations, Maintenance, Scheduling and Dispatching...



South Florida Coastal Link Seeks Operating Agency: RFI Issued

From Broward County Transit (BCT)

Broward County Transit (BCT) and the Miami-Dade Department of Transportation and Public Works (DTPW) are seeking a qualified firm to serve as the Operating Agency for the transformative South Florida Coastal Link commuter rail project. The ...



Request for Information - Use of Drones for Bus Tracking for NYCT & MTABC

From Metropolitan Transportation Authority (NY MTA)

Use of Drones for Bus Tracking for NYCT & MTABC Due Date: 12/18/2024 Info for the above solicitation(s) can be found on the Request for Information section on the NYCT website <https://new.mta.info/doing-business-with-us/procurement/new-...>



RFP - Electric Bus Heavy Duty Charging Equipment
From Connecticut Department of Transportation (CTDOT)

CONNECTICUT DEPARTMENT OF TRANSPORTATION LEGAL NOTICE REQUEST FOR PROPOSALS FOR ELECTRIC BUS HEAVY DUTY CHARGING EQUIPMENT The State of Connecticut Department of Transportation ("CTDOT") is seeking proposals for a...



Consulting Services for Transit Technical Assistance for the City of Corona Transit Service (CCTS) Project, RFP 25-030AT
From City of Corona

The City of Corona has issued a solicitation for Consulting Services for Transit Technical Assistance for the City of Corona Transit Service (CCTS) Project, RFP 25-030AT. The RFP document will be located on the City of Corona...

Vehicle Tracking System for Commuter Bus System

From The Woodlands Township

The Woodlands Township, TX, is seeking responses from qualified software firms to provide a vehicle tracking system, hardware and software for the Township's commuter service program. Proposals are due no later than 1:00 p.m. on December...

RFP 24-05-500 IndyGo Mobility Solutions Care Center

From Indianapolis Public Transportation Corporation (IndyGo)

Request for Proposal RFP 24-05-500 IndyGo Mobility Solutions Care Center Summary: IPTC is soliciting proposals to provide call center operations for the IndyGo Mobility Solutions Call Center (the "Care Center") for IndyGo Access. The vendor...

RFP 2024-010 Mobility Ecosystem: CAD/AVL System and Mobile Application

From Anaheim Transportation Network (ATN)

Looking for vendors to provide a hardware agnostic integrated CAD-AVL system—with GTFS capabilities for fixed, flex, and real-time services—and feature-rich mobile app that enhances passenger experience with real-time info on routes...

VIRTUAL NON-MANDATORY PRE-PROPOSAL MEETING

From Kalamazoo Metro Transit (KMetro)

VIRTUAL NON-MANDATORY PRE-PROPOSAL MEETING Tuesday, November 12, 2024, at 2:00 p.m. Local Time (ET) via Zoom Webinar Register in advance: https://us06web.zoom.us/webinar/register/WN_LGDVs4ioR3KFULemCWu1Dw
ANNOUNCEMENT OF REQUEST...

RFP Transit #2026-01

From Lewiston-Auburn Transit Committee

AVCOG / Lewiston Auburn Transit Committee The Lewiston-Auburn Transit Committee (LATC) is seeking proposals for Operation and Maintenance of Transit Services for Fixed Route and ADA Complementary Paratransit Services. A copy of this RFP...

RFP 24-07-498 IndyGo (SS4A) Near-Miss Crash Video Analysis Project

From Indianapolis Public Transportation Corporation (IndyGo)

RFP 24-07-498 IndyGo (SS4A) Near-Miss Crash Video Analysis Project Summary: IPTC is seeking a near-miss, 24-hour video surveillance and data analysis, as well as an on-board survey consisting of safety-related questions for passengers from ...

To post a RFP, please contact Amy Stauffer

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Mass Transit
Endeavor Business Media
30 Burton Hills Blvd., Suite 185
Nashville, TN 37215

From: [Martin J Sommer](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#); [Board \(@samtrans.com\)](#)
Subject: Re: Caltrain Horns
Date: Tuesday, November 26, 2024 8:48:51 PM

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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.

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>
Subject: Re: Caltrain Horns

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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

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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

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Martin Sommer

650-346-5307

martin@sommer.net

www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

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"Turn technical vision into reality."

From: [Dan Lieberman](#)
To: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: Caltrain e-News - November 2024
Date: Tuesday, November 26, 2024 4:51:07 PM

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• November 2024 | [View online](#) •

Electric Service Brings Ridership Gains

For the first time since the beginning of the COVID-19 pandemic, Caltrain carried more than 753,000 passengers in October, a 54% increase from last year.



[Learn More about Caltrain's Growing Ridership](#)



Caltrain Launches Holiday Travel Campaign

Caltrain provides easy access to both SFO and SJC airports, making it a useful option for travelers seeking to leave the Bay Area for the holidays.

[Learn More about Caltrain and Holiday Travel](#)

Caltrain Adopts Capital Improvement Plan

The plan will help determine how 110 capital projects will develop over the next decade.



[Learn More about Capital Improvement Plan](#)



Holiday Train to Arrive Dec. 7 and 8

The Holiday Train is back to kick off the holiday season by entertaining families and collecting toy donations for those in need.

[Learn More about the Holiday Train](#)

Diesel Fleet Bound for Peru

Caltrain found a home for its diesel trains, shipping 90 gallery cars and 19 locomotives to Peru to bring the benefits of commuter rail to the people of Lima.



[Learn More about Peru](#)

Bike Decals Installed at Stations

Caltrain has installed decals at stations



indicating where the bike cars are located and reminding riders that Caltrain is a Bikes Board First system.

[Learn More about Bikes on Caltrain](#)

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UPCOMING EVENTS

- December 5 - [Caltrain Board Meeting](#) - San Carlos Station
- December 7-8 - [Holiday Train](#) - Multiple Stations
- December 10-11 - [Billie Eilish](#) - San Jose Diridon Station



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Editor: Dan Lieberman

LiebermanD@Samtrans.com

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Our mailing address is:

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From: [Millie Tolleson](#)
To: [Board \(@samtrans.com\)](#); [Stephanie Villegas](#)
Subject: RE: Dumbarton Rail Corridor Project
Date: Tuesday, November 26, 2024 10:51:56 AM
Attachments: [image001.png](#)

Hi Stephanie –

I would be happy to answer questions you may have about our planning work on the Dumbarton corridor. I will email you separately to coordinate further. Thank you.

--

Millie Tolleson
Director, Planning
SamTrans
650-647-3044 (mobile)

From: Board (@samtrans.com) <Board@samtrans.com>
Sent: Tuesday, November 12, 2024 10:04 AM
To: Stephanie Villegas <SVillegas@esassoc.com>; Millie Tolleson <TollesonM@samtrans.com>
Cc: Board (@samtrans.com) <Board@samtrans.com>
Subject: RE: Dumbarton Rail Corridor Project

Hello Ms. Villegas,

Thank you for contacting SamTrans. By this email, I am connecting you with Millie Tolleson, Director for Planning at SamTrans, who can further assist with information on the Dumbarton Rail Corridor Project.

Thank you,
Loana

Loana Lumina-Hsu

Deputy District Secretary

[SamTrans](#) | [TA](#) | [Caltrain](#), Executive Administration
1250 San Carlos Ave, San Carlos, CA 94070-3006

From: Stephanie Villegas <SVillegas@esassoc.com>
Sent: Monday, November 11, 2024 10:46 AM
To: [dumbartonrail@samtrans.com](#); [info@crossbaytransit.com](#); Board (@samtrans.com) <[Board@SamTrans.com](#)>
Subject: Dumbarton Rail Corridor Project

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

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Good morning,

I am an environmental planner with ESA and I am doing investigations of the SAFER Bay Project. I have attached the published and reviewed Notice of Preparation for more information.

I was hoping to find updated information on the status of the Dumbarton Rail Corridor Project. I don't see information of this project listed on the San Mateo County Transit District website, however I did find this project overview document.

Link: <https://www.samtrans.com/media/5006/download?inline>

Thanks,



Stephanie Villegas

Planner I

ESA | Environmental Science Associates

Sacramento, CA

916-840-3068 **direct**

SVillegas@esassoc.com | esassoc.com

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From: [Stephanie Villegas](mailto:Stephanie.Villegas@samtrans.com)
To: dumbartonrail@samtrans.com; info@crossbaytransit.com; [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
Subject: FW: Dumbarton Rail Corridor Project
Date: Monday, November 25, 2024 2:29:26 PM
Attachments: [image001.png](#)
[SAFER Notice of Preparation.final.04.22.2022_submitted.pdf](#)

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Hello,

I am reaching out again in regard to my previous email. Please let me know if there are any updates.

Thank you,

Stephanie Villegas

Planner I

ESA | Environmental Science Associates

916-840-3068 **direct**

From: Stephanie Villegas

Sent: Monday, November 11, 2024 10:46 AM

To: dumbartonrail@samtrans.com; info@crossbaytransit.com; Board@SamTrans.com

Subject: Dumbarton Rail Corridor Project

Good morning,

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Link: <https://www.samtrans.com/media/5006/download?inline>

Thanks,



Stephanie Villegas

Planner I

ESA | Environmental Science Associates

Sacramento, CA

916-840-3068 **direct**

SVillegas@esassoc.com | esassoc.com

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From: [AC Transit eNews Board \(@samtrans.com\)](#)
To: [AC Transit eNews Board \(@samtrans.com\)](#)
Subject: Sunday Schedules on Thanksgiving Day
Date: Monday, November 25, 2024 2:02:07 PM

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Sunday Schedules on Thanksgiving Day, November 28

On Thursday, November 28, 2024, all AC Transit local and transbay lines will operate on [Sunday schedules](#).



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Keep track of your bus by using ACT RealTime! Get up-to-date predictions for every line at every stop. Find it at actransit.org/rt.

Horarios de domingo en el Día de Acción de Gracias (Thanksgiving Day) del 28 de Noviembre

El jueves 28 de noviembre de 2024, todas las líneas locales y transbay de AC Transit funcionarán con [horarios de domingo.s](#).

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11月28日感恩节，公交遵循周日时刻表

2024年11月28日（周四），AC Transit 的本地公交线路和跨湾线路都将按照[周日时刻表](#)运行



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