

From: Board.Secretary

Sent: Friday, July 08, 2016 4:39 PM

To: VTA Board of Directors

Subject: VTA Correspondence: Letter of Support for AB 516 (Mullin); and Comments re:
Caltrain EMU Railcar Procurement

VTA Board of Directors:

We are forwarding you the following:

From	Topic
Chairperson Cindy Chavez	Letter of Support for AB 516 (Mullin)
Member of the Public	Comments regarding Caltrain EMU Railcar Procurement

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

July 6, 2016

The Honorable Edmund G. Brown Jr.
Governor, State of California
State Capitol
Sacramento, CA 95814

Dear Governor Brown:

The Santa Clara Valley Transportation Authority (VTA) supports AB 516 (Mullin) and respectfully requests that you sign this bill into law. AB 516 calls for developing a statewide temporary license plate system to ensure that purchased vehicles are identifiable to law enforcement officials and agencies that operate toll facilities during the period between the point-of-sale and when permanent plates are received by the buyer. Specifically, this legislation requires: (1) the Department of Motor Vehicles (DMV) to develop the system; (2) auto dealers to affix temporary license plates to a vehicle at the point-of-sale; and (3) buyers to remove the temporary plates and affix permanent ones upon receipt.

Each year, approximately 1.9 million new vehicles are purchased in California and driven off the lot of a dealership without license plates. More than 100,000 used vehicles are sold by independent dealers without plates. While permanent license plates are legally required to be installed upon receipt or within 90 days, whichever is sooner, many individuals drive their vehicles without plates for many months. Furthermore, law enforcement officials cannot tell when plates are required to be on a vehicle, making enforcement extremely difficult. This situation undermines public safety by allowing motorists to avoid detection in traffic violations, hit-and-run accidents and criminal activity. Moreover, FasTrak, California's electronic toll collection system, relies on a photo of a vehicle's license plate for enforcement. According to the Metropolitan Transportation Commission (MTC), drivers evaded a total of approximately \$11 million in tolls on the Bay Area's toll bridges in FY 2015. Southern California toll roads and express lanes lost roughly \$8 million.

AB 516 provides a mechanism for the DMV and California's auto dealers to adopt the practice of affixing a temporary license plate to a vehicle at the point-of-sale and before it is driven off the lot. This practice, which is used in more than a dozen other states, will improve public safety by enabling vehicles involved in traffic violations, accidents and criminal activity to be more easily identified by law enforcement officials. It also will help prevent drivers of vehicles without plates from evading tolls on express lanes and other toll facilities.

For these reasons, we respectfully seek your support for AB 516. Thank you for your consideration of our request.

Sincerely,

Cindy Chavez, Chairperson
Board of Directors
Santa Clara Valley Transportation Authority

From: Roland Lebrun

Sent: Wednesday, July 06, 2016 1:14 AM

To: MTC Commission

Cc: SFCTA Board Secretary; Board.Secretary; Nila Gonzales; Caltrain Board; CHSRA Board; SFCTA CAC; Caltrain CAC Secretary; Caltrain BAC

Subject: Caltrain EMU railcar procurement

Dear Honorable Chair Cortese and MTC Commissioners,

Further to my comments during the June Commission Meeting, the intent of the attached letter is to substantiate and elaborate on the concerns I expressed about the Caltrain Modernization (CalMod) project, specifically the cost and reduced capacity of the proposed Electric Multiple Unit (EMU) railcars (550-seat trains replacing 650-seat trains operating at 158% of capacity).

The letter concludes with the following recommendations:

- Launch an immediate investigation into the procurement process
- Suspend any funding pending the outcome of the investigation
- Reach out to the 5 manufacturers, who responded to the RFI and inquire as to the events that led them not to respond to the RFP
- Invite Stadler to provide a comparative breakdown of recent Stadler KISS procurements
- Determine if the \$225M discrepancy is related to customization for High Speed Rail and revise CHSRA's contribution to the funding package accordingly
- Initiate an independent Caltrain capacity analysis to inform on the next steps
- Consider appointing an interim entity responsible for Caltrain administration (per Section 6.B of the 1996 Peninsula Corridor Project Joint Powers Agreement)

http://www.caltrain.com/Assets/Public/JPA_Agreement_and_Amendment_10-03-1996.pdf

Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

CC

SFCTA Board of Directors

VTA Board of Directors

Transbay Joint Powers Authority Board of Directors

Caltrain Board of Directors

High Speed Rail Authority Board of Directors

SFCTA CAC

Caltrain CAC

Caltrain BPAC

Roland Lebrun

July 5 2016

Metropolitan Transportation Commission
375 Beale Street
San Francisco
CA 94105-2066

Dear Honorable Chair Cortese and MTC Commissioners,

Further to my comments during the June Commission Meeting, the intent of this letter is to substantiate and elaborate on the concerns I expressed about the Caltrain Modernization (CalMod) project, specifically the cost and reduced capacity of the proposed Electric Multiple Unit (EMU) railcars (**550-seat trains replacing 650-seat trains operating at 158% of capacity**).

This letter concludes with a recommendation that MTC and the FTA suspend all funding and initiate an independent investigation into the Caltrain EMU procurement process.

Background

March 2012

LTK Engineering (LTK) releases a document entitled "Caltrain/California HSR Blended Operations Analysis"

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf>

Section 3.3 Rolling Stock on page 28 states "Caltrain is planning to use 8 car trains to **augment the seating capacity of an existing 5 car train**".

The document additionally states (page 38). "To ensure conservative simulation results, **all trains were simulated with a full seated load of 948 passengers** (for an 8-car EMU)".

March 6th 2014

The JPB awards a total of \$42.3M in contracts to LTK, including a \$33.2M EMU Vehicle Consultant Service contract.

http://www.caltrain.com/Assets/_Agendas+and+Minutes/JPB/Board+of+Directors/Agendas/2014/3-6-14+JPB+Agenda.pdf (item #13).

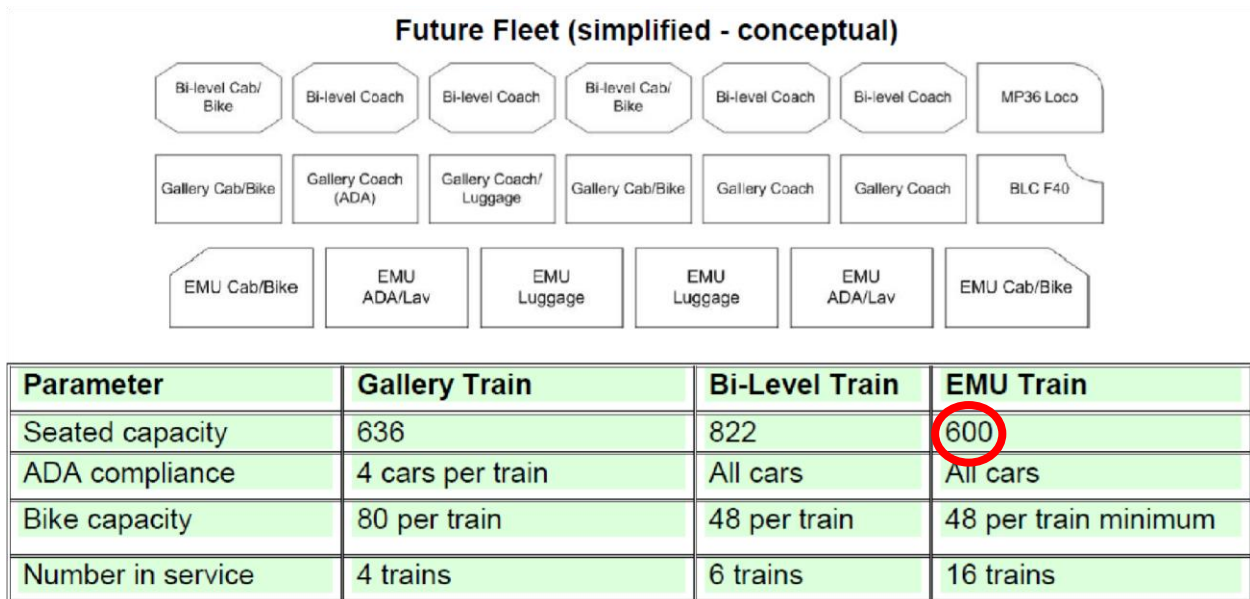
It should be noted that LTK were the sole respondent to the RFP and **there is strong circumstantial evidence suggesting that LTK were responsible for drafting this RFP.**

May 22 2014

Caltrain issues a Request for Information (RFI) to the EMU manufacturers

http://www.tillier.net/stuff/caltrain/EMU_RFI.pdf

Section 6.6 “*EMUs must satisfy JPB’s fleet management and operations service plan needs*” shows a 6-car EMU configuration with capacity for 600 seats, 48 bikes and 2 ADA bathrooms.



May 20 2015

Board workshop presentation highlighting 650-seat trains operating at over 150% of capacity during the peak summer season:



Standees: 2015 Maximum Loads

Northbound		
Depart SJ	Percent of Seated Capacity (low season)	Percent of Seated Capacity (high season)
7:03 AM	135%	158%
7:45 AM	128%	150%
8:03 AM	127%	149%
5:23 PM	122%	143%
6:57 AM	122%	142%
7:50 AM	117%	137%
6:45 AM	108%	126%
6:50 AM	106%	124%
4:39 PM	106%	124%
7:55 AM	103%	121%
8:40 AM	102%	119%
4:23 PM	96%	113%

6

August 2015

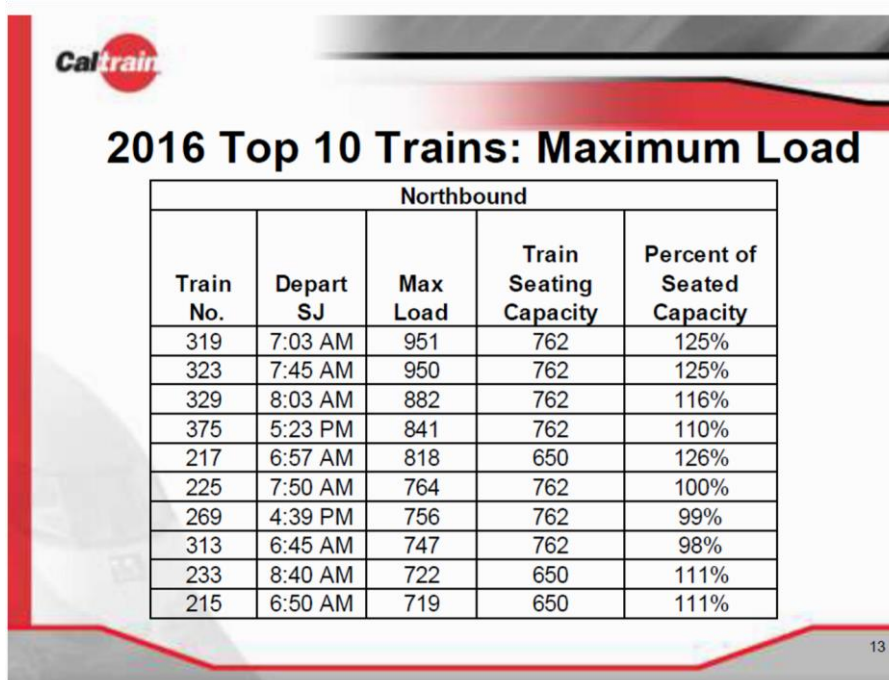
Caltrain releases a Request for Proposal (RFP) to the EMU manufacturers

<https://www.dropbox.com/sh/az34k161d28ah78/AACzwbjBH37v79hHRow8r2LZa?dl=0>

Volume 3 (Tech specs) APPENDIX A (page 468) states that seated capacity (AW1) is “assumed to be 550 passengers” (**100 seats less than trains operating at over 150% of capacity**).

May 5th 2016

Caltrain releases annual passenger counts showing **massive overcrowding on 762-seat bi-level and 650-seat Gallery trains**. It should be noted that Caltrain annual passenger counts are (inexplicably) collected during the low season (February).



July 1st 2016

Caltrain announces that the only responder to the EMU RFP is Stadler Rail and that it intends to proceed with a \$551M procurement of 16 6-car KISS EMUs with 550 seats (**before removing approximately 100 seats to allow access to another set of doors**).

Issues

1) Capacity

This EMU procurement cannot possibility meet Caltrain's present let alone future capacity requirements (450 seats/train vs. 948 modeled back in March 2012).

2) Costs

This procurement is approximately \$225M (70%) above similar procurements in Europe

Client	Manufacturer/model	Year	Contract (\$M)	#units	Unit cost	Reference
SNCF Lux	Stadler KISS	2010	\$84	24	3.49	http://www.railway-technology.com/ne
Deutsche Bahn	Bombardier Twindexx	2011	\$483	137	3.53	http://www.railway-technology.com/pr
Deutsche Bahn	Bombardier Twindexx	2012	\$210	64	3.28	http://www.railway-technology.com/pr
STIF & SNCF	Bombardier Omneo	2015	\$442	168	2.63	http://www.railway-technology.com/ne

AeroExpress	Stadler KISS	2016	\$205	62	3.31	http://www.railway-technology.com/ne
SNCF	Bombardier Omneo	2016	\$38	16	2.38	http://www.railway-technology.com/ne
Caltrain	Stadler KISS	2016	\$551	96	5.74	http://www.caltrain.com/Assets/___Age

3) Non-competitive bidding (Stadler was the only responsive bid). **This is identical to what happened at SMART and eBART.**

Recommendations

- Launch an immediate investigation into the procurement process
 - Suspend any funding pending the outcome of the investigation
 - Reach out to the 5 manufacturers, who responded to the RFI and inquire as to the events that led them not to respond to the RFP
 - Invite Stadler to provide a comparative breakdown of recent Stadler KISS procurements
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Respectfully submitted for your consideration

Sincerely,

Roland Lebrun

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SFCTA Board of Directors
 VTA Board of Directors
 Transbay Joint Powers Authority Board of Directors
 Caltrain Board of Directors
 High Speed Rail Authority Board of Directors
 SFCTA CAC

Caltrain CAC
Caltrain BPAC

From: Board.Secretary
Sent: Tuesday, July 05, 2016 5:05 PM
To: VTA Board of Directors; VTA Advisory Committee Members
Subject: VTA Connections Newsletter - July 2016

VTA Board of Directors and VTA Advisory Committee Members:

Below is VTA's newsletter for July 2016.

It can also be accessed using this link: <http://content.govdelivery.com/bulletins/gd/CAVTA-151fe74>

Please share with your constituents.

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 N. First Street
San Jose, CA 95134
408.321.5680
board.secretary@vta.org

July 2016

VTA Connections

Stay in the know about
transportation in Silicon Valley



Meet Our Board

A monthly feature on VTA leadership



Jason Baker - VTA Board Member, Mayor of Campbell

Board Member Jason Baker is passionate about promoting smart development that integrates land use and transportation planning, and encourages a multimodal approach that includes walking

and biking.

Bringing a regional perspective to the transportation issues facing Silicon Valley, Mayor Baker represents the cities of Santa Clara County on the Metropolitan Transportation Commission. In this capacity he supports transportation investments in Santa Clara County, while integrating these projects into the broader Bay Area transportation network.

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For questions or more information about VTA please contact Customer Service 408.321.2300 or

To learn more about Board Member Jason Baker's accomplishments and involvement with VTA click [here](#).

**Johnny Khamis – VTA
Board Member, San Jose City
Councilmember**

Board Member Khamis supports a “mobility for all” approach to transportation that focuses on solutions that reflect the broad range of travel modes used by our residents. That means looking for ways to improve commutes on the roadways in addition to public transit, including maintenance and enhancements to our highways, expressways and local streets and roads.



With a transportation funding measure on the November ballot, San Jose City Councilmember Johnny Khamis is a strong advocate for maintaining VTA’s position as a good steward of public funds. An important part of this effort is protecting VTA’s existing infrastructure investments and ensuring they are managed wisely.

To learn more about Board Member Khamis's accomplishments and involvement with VTA click [here](#).

VTA and San Jose Rotary Team Up for Fireworks



With tens of thousands of people expected to view

Community Outreach
408.321.7575

Visit www.vta.org
Like us on [Facebook](#)
Follow us on [Twitter](#),
[Instagram](#), and
[YouTube](#)



fireworks from San Jose's Discovery Meadow, your best bet to beat the traffic is to go by VTA light rail.

The light rail schedule will operate on an enhanced Sunday/Holiday schedule in order to provide service to the fireworks show in Downtown San Jose. Those taking the **Mountain View - Winchester** line will arrive at the Convention Center station. Passengers taking the **Alum Rock - Santa Teresa** line will arrive at the Children's Discovery Museum station. After the fireworks show, passengers should return to the station they used for arrival.

For more information on getting to the fireworks show, click **here**.

Car Free is Care Free



Take a vacation from your car and participate in VTA's "Car-Free is Carefree" contest throughout the summer for a chance to win prizes that make life with VTA even better.

Five contestants will win: \$100 gift card from Amazon, iTunes, Google Play, Spotify, Pandora, or T-Mobile at the end of the summer (winner can choose). Submissions are due by August 31 at 11:59 p.m. and we'll announce the winners on Sept. 1.

For more information on contest rules, click **here**.

Bridging Light Rail and BART in Milpitas



VTa's BART Silicon Valley Extension Project has reached another construction milestone as crews prepare to complete the pedestrian overcrossing bridge from VTA's Montague Light Rail Station to the Milpitas BART Station.

Click [here](#) to get a preview what to expect when the station officially opens.

VTa Hosts Mineta Summer Transportation Institute Students



Thirty-five enthusiastic teens entering their junior and senior year of high school toured the halls, bus bays and construction projects at VTA, learning how mobility

options from bus and light rail to highways and bikeways impact their local environment.

The Mineta Summer Transportation Institute, funded by state and federal grant money, gives students mostly from the East Side Union High School District an invaluable, behind-the-scenes look that most teenagers would not get to experience.

Read more about their visit and the program [here](#).

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