

SAMTRANS
CORRESPONDENCE
as of 12-27-2024

Jean Brook

From: Vector EHS Management <noreply@industriysafe.com>
Sent: Thursday, December 26, 2024 3:46 PM
To: Board (@samtrans.com)
Subject: Vector EHS Management Notification - Customer Service #950645

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You are being notified of the following Customer Service #950645

System ID: 950645

Date Received: 12/26/2024

Time:

Group: SamTrans

Division: SamTrans

Facility / Department: Central

Section (City/Station):

Detailed Location:

Run Number or Train Number:

Bus #:

Categories: Other - Complaint

Potential Safety Issue: No

Occurrence Description / Comments: Dear SamTrans and Caltrain Board, I'm writing to express my concerns about transportation agencies' ongoing budget deficits and their continual reliance on asking taxpayers for more funding. Taxpayers are exhausted by the burden of additional taxes to cover wasteful spending, especially when those funds aren't addressing the core issues. While I understand the need for financial stability, it's clear that continually asking for more taxes won't fix the underlying problems. Instead of relying on short-term marketing gimmicks, the agencies should focus on what truly drives ridership: reliable, frequent service. Until these core issues are addressed, no amount of ads or promotional materials will have a lasting impact on transit use. Marketing tactics for SamTrans and Caltrain, like bus and train wraps, along with cheap giveaways, do little to improve the actual experience for riders. They may attract attention for a brief moment, but unless the service is dependable, riders won't stick around. Additionally, these promotional efforts contribute to environmental waste, especially with the use of vinyl wraps that pollute our environment. It's time to reconsider these practices in favor of a more sustainable and effective approach. Instead of spending on marketing, I believe Measure W and Measure RR funds should be redirected to support low-income riders, including seniors, students, and job-seekers. Offering free or discounted rides for these groups would directly address transportation barriers, helping people access jobs, healthcare, and education without worrying about fares. Moreover, I encourage the agency to reduce spending on marketing staff. Those funds could be better allocated to improving service—whether that means increasing bus/train frequency, enhancing reliability, or expanding access to underserved areas. This would not only improve the overall rider experience but also build long-term, loyal ridership. To sum up: 1. Continually asking for more taxes

won't solve the issues" service reliability and frequency must come first. 2. Marketing gimmicks like wraps and giveaways don't address the core problem and contribute to environmental waste. 3. Measure W and Measure RR should be used to support low-income riders with free or discounted fares. 4. Marketing staff spending should be redirected toward improving the actual service. I urge you to use taxpayers' money wisely by prioritizing improvements to the service itself. Focusing on reliable, frequent service is the most effective way to build trust, attract riders, and ensure the long-term sustainability of our transit system" without relying on wasteful spending or short-term solutions. Thank you for your time and for taking these concerns into consideration. An Tran

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 **Vector**Solutions 1608 Walnut St, Suite 700, Philadelphia, PA 19103

Jean Brook

From: Martin J Sommer <martin@sommer.net>
Sent: Thursday, December 26, 2024 2:05 PM
To: Caltrain BOD Public Support
Cc: Board (@caltrain.com); Board (@samtrans.com)
Subject: Re: Caltrain Horns

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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>
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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"Turn technical vision into reality."

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Enjoy New Year's Eve Safely, Your Ride's On Us!

Alameda-Contra Costa Transit District (AC Transit) sent this bulletin at 12/26/2024 12:00 PM PST

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Enjoy New Year's Eve Safely

AC Transit continues to support your transit needs, including getting you where you need to go safely on New Year's Eve. Riders will be able to ride all AC Transit buses free of charge, including Transbay and Tempo lines, beginning on **8 pm on December 31 until 5 am on January 1.**

All AC Transit local and Transbay lines will operate on Sunday schedules on Monday, January 1, 2025. All AC Transit offices will be closed on January 1, 2025.

Have a safe, healthy and happy holiday.



Where's my bus?

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.

Disfrute la víspera de Año Nuevo de manera segura

AC Transit continúa apoyando sus necesidades de tránsito, incluyendo llevarle a donde necesita ir de manera segura en Nochevieja. Los pasajeros podrán viajar gratis en todos los autobuses de AC Transit, incluyendo las líneas Transbay y Tempo, comenzando a las **8 pm del 31 de diciembre hasta las 5 am del 1 de enero.**

Todas las líneas locales y Transbay de AC Transit funcionarán en horario de domingo el lunes, 1 de enero de 2025. Todas las oficinas de AC Transit estarán cerradas el 1 de enero de 2025.

Que pase unas felices fiestas de manera segura y llenas de salud.



¿Dónde está mi autobús?

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安全享受除夕夜

AC Transit 将继续支持您的公交出行需求，在除夕夜将您安全送达目的地。**12月31日晚上8点至1月1日早上5点**，乘客可以免费乘坐包括跨湾线路及 Tempo 在内的所有 AC Transit 巴士。

所有 AC Transit 本地线路和 Transbay 线路将于 2025 年 1 月 1 日星期一按照周日时间表运行。AC Transit 的所有办公室将于 2025 年 1 月 1 日关闭一天。

祝您度过一个安全、健康、愉快的假期。



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DECEMBER 26, 2024



RFP 124FR015 – Downtown Rail Replacement Project

From Regional Transportation District (RTD)

TD RFP Number 124FR015 – Downtown Rail Replacement Project
21% DBE Goal – Progressive Design Build Project Release Date:
December 2, 2024 Pre-Bid Meeting (Non-Mandatory): January 6,
2025, 9:00am <https://teams.microsoft.com/l/meetup...>



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 ...

RFP: Automatic Passenger Counter and Transportation Technology

From Fresno Area Express (FAX)

The City of Fresno Department of Transportation is seeking information on the various manufacturers and types of Automatic Passenger Counter (APC) systems and transit technology for transit vehicles. The City of Fresno's Department of...

RFP #2025-03 to Provide and Install a CAD and AVL System

From Worcester Regional Transit Authority (WRTA)

The WRTA located in Worcester, MA is seeking proposals from qualified vendors to provide and install a CAD & AVL system. Proposals are due by 2:00 pm on February 7, 2025. To obtain a copy of the RFP please visit therta.com.

RFP #2024-006 for the successful deployment of an Enterprise Resource Planning (ERP) and Enterprise Asset Management (EAM) System

From Champaign-Urbana Mass Transit District (MTD)

NOTICE TO PROPOSERS NOTICE IS HEREBY GIVEN THAT THE CHAMPAIGN-URBANA MASS TRANSIT DISTRICT (MTD) will be receiving proposals in accordance with Requests for Proposals #2024-006 for the successful deployment of an Enterprise Resource Planning...

Service Provider for the Link Transit Fixed Route & Paratransit System

From The City of Burlington

The City of Burlington is requesting proposals (RFP) for the operation of the Link Transit Fixed Route & Paratransit system in the Burlington-Graham Urbanized Area of North Carolina. The selected Service Provider shall provide the personnel...

HRIS and Payroll System

From Butler County Regional Transit Authority (BCRTA)

Pre-Proposal Meeting: December 10th, 2024 at 3:00 PM Due Date: January 3, 2025
BCRTA is seeking a new, comprehensive HRIS and Payroll system that can manage all of our agency's needs. Details can be found on our eProcurement Portal here...

RFP S24202 Fault Monitoring System Upgrade on Light Rail Vehicles (“LRVs”)

From Santa Clara Valley Transportation Authority (VTA)

VTA is looking for a qualified firm to upgrade its Fault Monitoring System (FMS) network equipment. The proposer will furnish parts and labor to redesign, furnish, install, successfully integrate, and test the proposed FMS system on three...

CCTA Fare Study

From Central County Transportation Authority

CCTA solicits proposals to study its fare structure and fare collection hardware & software. This study will provide options and recommendations to guide future decision making in systemwide improvements to the fare structure and collection...

To post a RFP, please contact Amy Stauffer

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