



JPB Board of Directors  
Meeting of June 1, 2023

Correspondence as of May 12, 2023

# Subject

- 1 Caltrain and Google Maps
- 2 Item 13 Public comment Caltrain member agency contributions
- 3 Item 9 Preliminary Fiscal Year 2023\_24 Budget and Work Plan
- 4 RE\_ April Finance Workshop Agenda
- 5 Increase Your Web Visibility\_ caltrain.com
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**From:** [Theresa](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Caltrain and Google Maps  
**Date:** Saturday, May 6, 2023 10:21:38 PM

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You don't often get email from [theresa.pelosi@gmail.com](mailto:theresa.pelosi@gmail.com). [Learn why this is important](#)

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

Hello,

I am writing about the Caltrain board's decision to not send route information to Google maps for weekend service (GTSF feed). To me, this is illogical at best and malicious at worst. This is clearly intended to reduce ridership, but you are running the same amount of trains no matter the ridership numbers. Why lose the respect of your riders and the free revenue? What value is this producing for Caltrain and the residents of the Bay area? Please reconsider this decision at your earliest convenience.

Thank you,  
Theresa

**From:** [Roland Lebrun](#)  
**To:** [Mandelman, Rafael \(BOS\)](#)  
**Cc:** [Supervisor Aaron Peskin](#); [SFCTA Board Secretary](#); [Board \(@caltrain.com\)](#); [SFCTA CAC](#); [cacsecretary \(@caltrain.com\)](#); [Caltrain, Bac \(@caltrain.com\)](#)  
**Subject:** Item 13 Public comment Caltrain member agency contributions  
**Date:** Monday, May 8, 2023 4:11:06 AM  
**Attachments:** [Member agency contributions.bmp](#)  
[2000 Measure A Complete text.pdf](#)


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

Dear Chair Mandelman and Commissioners,

The intent of this email is to introduce a potential solution to the member agency financial contribution stalemate and the resulting impact on Caltrain's operating budget.

# Revenue Assumptions

Revenue Item	FY2024 Assumptions	FY2025 Assumptions
Member Agencies	No member agency obligation	No member agency obligation
Measure RR	Full allocation to Operations Per sales tax forecast	Full allocation to Operations Per sales tax forecast
LCFS	N/A	LCFS credits valued at \$5.0M
LCTOP / SRA	One-time allocation to Operations LCTOP: \$2.4M SRA: \$4.8M	One-time allocation to Operations LCTOP: \$1.0M SRA: \$7.4M
Measure RR Reserve	Use of \$60.0M to balance the budget (FY2024: \$0)	Use of \$60.0M to balance the budget (FY2025: \$38.1M)



## Background

1) Section 7 on page 9 of the 1996 Joint Powers Agreement mandates the following Financial Commitments for Caltrain Operations:

*“Each Member Agency agrees to share in the operating costs associated with the PCS. Member Agency subsidies for the Main Line Service shall be based on the existing passenger boarding formula which is predicated upon county of origin a.m. peak hour hoardings of passengers as adjusted annually prior to the JPB's adoption of the operating budget. **SCVTA shall be responsible for all net operating costs of the Gilroy Service based upon the fully allocated cost methodology.**”*

[Restated Joint Powers Agreement Peninsula Corridor Project \(Oct. 1996\) \(PDF 649 KB\)](#)

2) The voters of Santa Clara County subsequently passed a sales tax measure known as “2000 Measure A” (Complete Text of Measure A attached for your convenience) which reads as follows:

***Increase Caltrain Service, specifically***

*“Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.”*

**Conclusions**

- 1) **SCVTA’s financial responsibility for the Gilroy service is clearly established in the October 1996 restated JPA**
- 2) Funding for the Gilroy service is available in a ½ cent sales tax Measure passed in 2000 by the voters of Santa Clara County

**Recommendation**

- 1) Make SCVTA accountable for a ***“all net operating costs of the Gilroy Service based upon the fully allocated cost methodology.”***
- 2) San Francisco and San Mateo counties will each agree to match SCVTA’s contribution to the Gilroy service (approximately \$5M/year).

Respectfully presented for your consideration.

Roland Lebrun

CC

Caltrain Board  
SFCTA CAC  
Caltrain CAC  
Caltrain BPAC

## COMPLETE TEXT OF 2000 MEASURE A

Shall the Board of Directors of Santa Clara Valley Transportation Authority (VTA) be authorized to enact a retail transactions and use tax ordinance imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of all tangible personal property sold by him at retail in the territory of VTA, and (b) a complimentary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax, such taxes to be imposed for a period not to exceed 30 years, and to take effect only upon the expiration of the current County of Santa Clara 1996 Measure B ½ cent sales tax in April, 2006, and to be used only to:

- **Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station, specifically,**

To build a BART Extension from Fremont to Milpitas, San Jose and Santa Clara with a major connection to the Tasman Light Rail line at the Milpitas BART Station. In San Jose to include a BART subway section with stations at San Jose State University, the new San Jose City Hall, Downtown San Jose at Market Street, San Jose Arena and the Diridon Multimodal Station connecting to Caltrain, ACE, Amtrak, the Vasona Light Rail line and the VTA bus service. In Santa Clara, to serve Santa Clara University, and the Caltrain Station with a people mover connection to San Jose International Airport.

- **Provide Connections from San Jose International Airport to BART, Caltrain and the VTA Light Rail, specifically,**

To build a people mover rail line connecting the airport passenger terminals directly with BART, Caltrain and the VTA Light Rail line.

- **Extend Light Rail from Downtown San Jose to the East Valley by**

Building a Downtown/East Valley Light Rail line from Downtown San Jose serving the new San Jose City Hall and San Jose University, out Santa Clara Street to Capitol Avenue to join the Capitol Light Rail line then south to Eastridge Shopping Center.

- **Purchase Low Floor Light Rail Vehicles, specifically**

To better serve disabled, seniors and others; purchase an additional 20 low floor light rail vehicles to join the 30 low floor vehicles now being constructed for the new Tasman, Capitol and Vasona Light Rail lines and 50 new low floor vehicles to replace VTA's existing 50 light rail vehicles.

- **Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy**

Extend the Caltrain double track from the San Jose Tamien Station through Morgan Hill to Gilroy. Provide VTA's funds for the partnership with San Francisco and San Mateo counties to electrify Caltrain from San Francisco to Gilroy.

- **Increase Caltrain Service, specifically**  
Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.
- **Construct a New Palo Alto Intermodal Transit Center**  
In partnership with the City of Palo Alto and Stanford University, design and construct a new parkway and underpass for University Avenue from the campus to downtown Palo Alto to improve bicycle, pedestrian and transit access to the campus, Palo Alto Caltrain station and downtown Palo Alto. Upgrade passenger facilities at the historic Palo Alto Caltrain Station; upgrade transit facilities for VTA, SAMTRANS, Dumbarton Express and the Stanford Marguerita and Palo Alto shuttle services.
- **Improve Bus Service in Major Bus Corridors**  
For VTA Line 22 (Palo Alto to Eastridge Center) and the Stevens Creek Boulevard Corridor, purchase new low floor articulated buses. Improve bus stops and major passenger transfer points and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors.
- **Upgrade Altamont Commuter Express (ACE)**  
Provide VTA's matching funds for additional train sets, passenger facilities and service upgrades for the ACE Commuter Service from San Joaquin and Alameda Counties.
- **Improve Highway 17 Express Bus Service**  
Provide VTA's share of funds for the partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus Service.
- **Connect Caltrain with Dumbarton Rail Corridor**  
Provide VTA's share of matching funds for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor to connect to Caltrain and train sets for this new service conditioned on Alameda and San Mateo County's funding.
- **Purchase Zero Emission Buses and Construct Service Facilities**  
Provide funds to supplement federal funds to expand and replace existing VTA diesel bus fleet from current size of just over 500 vehicles to 750 vehicles with the new zero emission buses and to provide maintenance facilities for this new, clean vehicle propulsion system. All new buses to be low floor for easier boarding by seniors and the disabled.
- **Develop New Light Rail Corridors**  
Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include: Sunnyvale/Cupertino; Santa Teresa/Coyote Valley; Downtown/East Valley Connection to Guadalupe Line; Stevens Creek Boulevard; North County/Palo Alto; Winchester/Vasona Junction; and, initial study of BART connection from Santa Clara through Palo Alto to San Mateo County.

- **Fund Operating and Maintenance Cost for Increased Bus, Rail and Paratransit Service**

Provide revenue to ensure funding, to at least 2014, and possibly longer, of the following: the new Tasman East, Capitol and Vasona Light Rail Lines, the commuter rail connection to BART, expanded paratransit services, expanded bus fleet of 750 vehicles, the Downtown/East Valley Light Rail line operations, which can commence in 2008, and the BART extension to San Jose which can commence operations by 2010;

all subject to the following mandatory requirements:

- The Tax Must Expire 30 Years After Implementation

If approved by the voters, this half-cent sales tax must expire 30 years after implementation. The tax will be imposed for the period commencing April 1, 2006, when current tax expires and terminate on March 31, 2036. The length of this tax cannot be extended without a vote - and the approval - of the residents of Santa Clara County.

- An Independent Citizen's Watchdog Committee Must Review All Expenditures.

The Independent Citizen's Watchdog Committee will consist of private citizens, not elected officials, who comprise the VTA's Citizen's Advisory Committee.

Responsibilities of the Citizen's Watchdog Committee are:

- **Public Hearings and Reports:** The Committee will hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the funds are being spent. The hearings will be held in full compliance with the Brown Act, California's open meeting law with information announcing the hearings well-publicized and posted in advance.
- **Annual Independent Audits:** An annual audit conducted by an Independent Auditor will be done each fiscal year to ensure tax dollars are being spent in accordance with the intent of this measure.
- **Published Results of Audits and Annual Reports:** The Committee must publish the results of the Independent Auditor and the Annual Report in local newspapers. In addition, copies of these documents must be made available to the public at large.

such authorization being pursuant to the provisions of Section 100250 et seq. of the Public Utilities Code and Sections 7251 et seq. of the Revenue and Taxation Code.

**From:** [Roland Lebrun](#)  
**To:** [Mandelman, Rafael \(BOS\)](#)  
**Cc:** [Supervisor Aaron Peskin](#); [SFCTA Board Secretary](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](#); [Caltrain, Bac \(@caltrain.com\)](#); [baylands@brisbaneca.org](#); [Board \(@caltrain.com\)](#)  
**Subject:** Item 9 Preliminary Fiscal Year 2023/24 Budget and Work Plan  
**Date:** Monday, May 8, 2023 4:29:58 PM  
**Attachments:** [image.png](#)  
[image.png](#)  
[2023-01-19\\_Baylands-SP\\_CH06-Circulation.indd.pdf](#)  
[Brisbane Baylands DEIR Comments.pdf](#)

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Dear Chair Mandelman and Commissioners,

Please consider adding Executive Director Objective #26 (<https://www.sfcta.org/sites/default/files/2023-01/R23-24%20ED%202023%20Performance%20Objectives.pdf> Page 4 of Attachment 2 on page 21) to the workplan with an initial focus on the seamless integration of MUNI light rail and buses, SamTrans, Caltrain and micromobility at the intersection of the Geneva Avenue extension and the Caltrain tracks.

## Background

The Baylands Development Corporation (BDI) issued a Notice Of Preparation for the Baylands Specific Plan on April 26 (<https://www.brisbaneca.org/baylands/page/baylands-specific-plan-public-draft-submittal>)



### The Baylands Specific Plan - Public Draft Submittal

The draft Baylands Specific Plan prepared by the property owner (Baylands Development Inc. - BDI) has been submitted to the City of Brisbane. Hard copies of the plan are available for review at City Hall and the Brisbane Library. Note: this plan is the applicant's proposal. The community will have the opportunity to weigh in on the plan and related Environmental Impact Report (EIR) through a public review process.

[www.brisbaneca.org](http://www.brisbaneca.org)

Chapter 6

(Circulation) [https://www.brisbaneca.org/sites/default/files/fileattachments/baylands/page/24259/202302\\_draftbaylands-sp\\_ch06-circulation.pdf](https://www.brisbaneca.org/sites/default/files/fileattachments/baylands/page/24259/202302_draftbaylands-sp_ch06-circulation.pdf) describes the "Transit Network" (Section 6.3.4 on pp 15-17 attached for your convenience) as follows:

*"The Baylands is served by Caltrain, SamTrans, MUNI Bus, MUNI light rail, and Commute.org.*

***SamTrans buses, MUNI Bus, and MUNI light rail run on Bayshore Boulevard at the western boundary of The Baylands.***

***Caltrain rail runs through the center of The Baylands, and its Bayshore Station is located to the north, near Betty Avenue.***"

Section 6.3.4 continues as follows:

*"The Baylands strengthens connections to the region's extensive transit network, including connections to the Caltrain station from the east and west and to the Muni station at Sunnydale Avenue and Bayshore Boulevard. The Baylands circulation network accommodates future planned Geneva-Harney Bus Rapid Transit (BRT) along Geneva Avenue."*

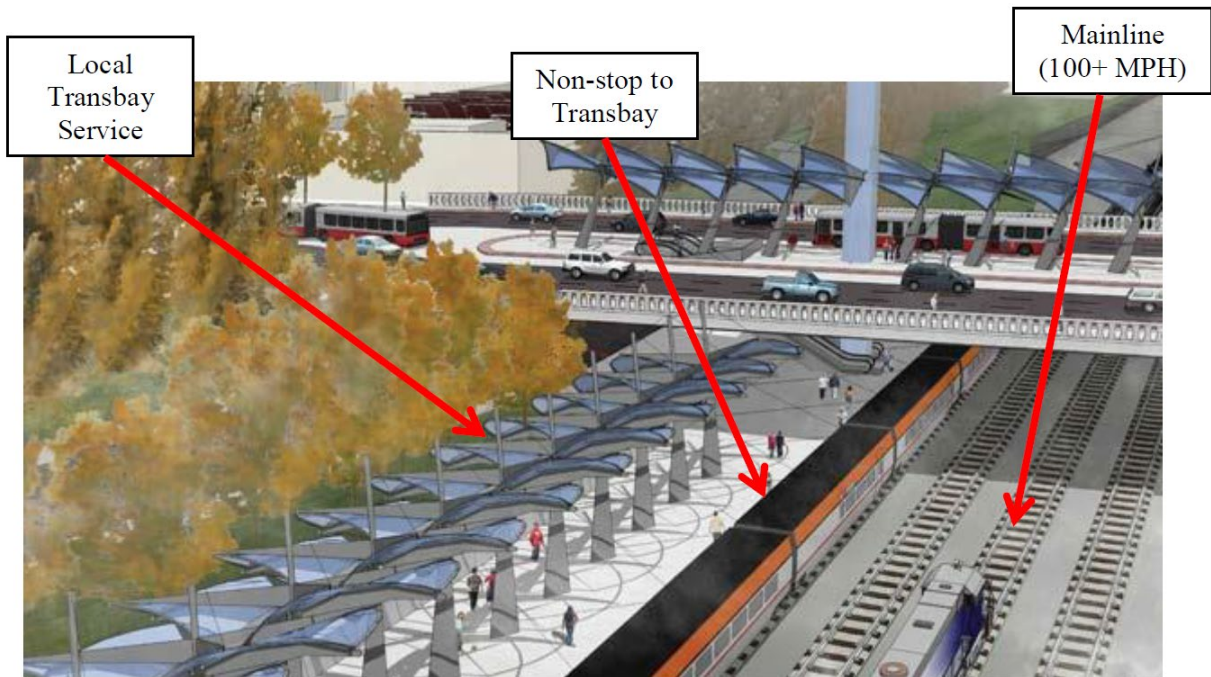
***"New shuttle routes will integrate The Baylands into existing routes that connect Brisbane with regional transit networks."***

**The proposal**



While the proposed shuttle network introduces welcome connections to Visitation Valley and downtown Brisbane, Shuttle connections between the Bayshore Caltrain station and the Bayshore Boulevard transit shed provide suboptimal intermodal transfers when compared to the vision contained in the 2014 draft EIR (attached).





Respectfully presented for your consideration.

Roland Lebrun

CC

City of Brisbane Mayor and Council  
Baylands Development Corporation  
Caltrain Board  
SFCTA CAC  
Caltrain CAC  
Caltrain BPAC

### 6.3.4 TRANSIT NETWORK

The Baylands is served by Caltrain, SamTrans, MUNI Bus, MUNI light rail, and Commute.org. SamTrans buses, MUNI Bus, and MUNI light rail run on Bayshore Boulevard at the western boundary of The Baylands. Caltrain rail runs through the center of The Baylands, and its Bayshore Station is located to the north, near Beatty Avenue (see Figure 6.4).

There are currently two free shuttle bus services that serve Brisbane. They are open to the public and operate during the morning and evening commute peak hours. The Bayshore/Brisbane Commuter Caltrain shuttle runs between the Bayshore Caltrain Station, the Brisbane-Crocker Industrial Park area, and residential stops along San Bruno Avenue. The Brisbane-Crocker Park BART shuttle runs between Balboa Park BART Station, Brisbane-Crocker Industrial Park area, and residential stops in Brisbane Area.

The Baylands strengthens connections to the region's extensive transit network, including connections to the Caltrain station from the east and west and to the Muni station at Sunnydale Avenue and Bayshore Boulevard. The Baylands circulation network accommodates future planned Geneva-Harney Bus Rapid Transit (BRT) along Geneva Avenue (see Figure 6.4).

#### BAYLANDS SHUTTLES

New shuttle routes will integrate The Baylands into existing routes that connect Brisbane with regional transit networks. The extensions will empower residents, workers, and visitors to travel to, from, and within the community car-free.

Prior to issuance of the first building occupancy permit for any new development other than improvement or relocation of an existing use within The Baylands, a shuttle service plan shall be developed and approved by the City that adds commuter shuttle service into The Baylands (see Figure 6.4). Shuttle service shall be implemented as described in the plan prior to 50% occupancy of any Baylands Specific Plan Area District

The shuttle service will add fare-free shuttle services to connect people from downtown Brisbane into The Baylands in two phases.

Phase one will include service within the western side of The Baylands and terminate at the Bayshore Caltrain Station and Downtown Brisbane. It will operate weekday during the morning and afternoon peak commute hours (approximately 6:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) with maximum one-hour headways within The Baylands to the Caltrain station. Shuttle routes that serve areas outside of The Baylands will be point-to-point once exiting the Specific Plan area in order to efficiently serve downtown Brisbane. The times of operation of this shuttle will supplement service in operation for the existing Brisbane shuttle routes that serve other parts of Brisbane (Bayshore/Brisbane Commuter Caltrain and Brisbane-Crocker Park BART routes).

Phase one will also introduce an internal-serving Baylands shuttle route that operates primarily on Baylands Boulevard. This service will connect residents, commuters, and visitors to the most intensive land uses within The Baylands Specific Plan area. This shuttle will operate between the west side of the Bayshore Caltrain Station Plaza and Ecological Park with stops spaced approximately every 1/4 mile. Service will operate weekdays approximately between the hours of 6:00 AM and 8:00 PM with maximum 15-minute headways.

Phase two will integrate The Baylands Campus East District, including Lagoon Park. It will terminate on the east side of Bayshore Caltrain Station and Downtown Brisbane. On-demand peak service would be piloted as the east side District reaches 50% occupancy. On-demand peak service would use a passenger van weekdays during peak commute hours (approximately 6:00 AM to 9:00 AM and 4:00 PM to 6:00 PM).

The service plan for the internal-serving Phase one and Phase two routes will also identify on-demand service zones for weekend service. It would use a passenger van and operate from approximately 10:00 AM to 5:00 PM on Saturday and Sunday.

An on-demand strategy allows shuttle operators to scale up as demand shifts and grows. It also illuminates time-of-day and location demands to cost-effectively develop structured routes in the future. Permanent fixed routing would be considered to replace on-demand zones when ridership demand exceeds what can be carried in one vehicle, when ridership exceeds eight trips per service hour, or if the trip patterns exhibit clear paths.



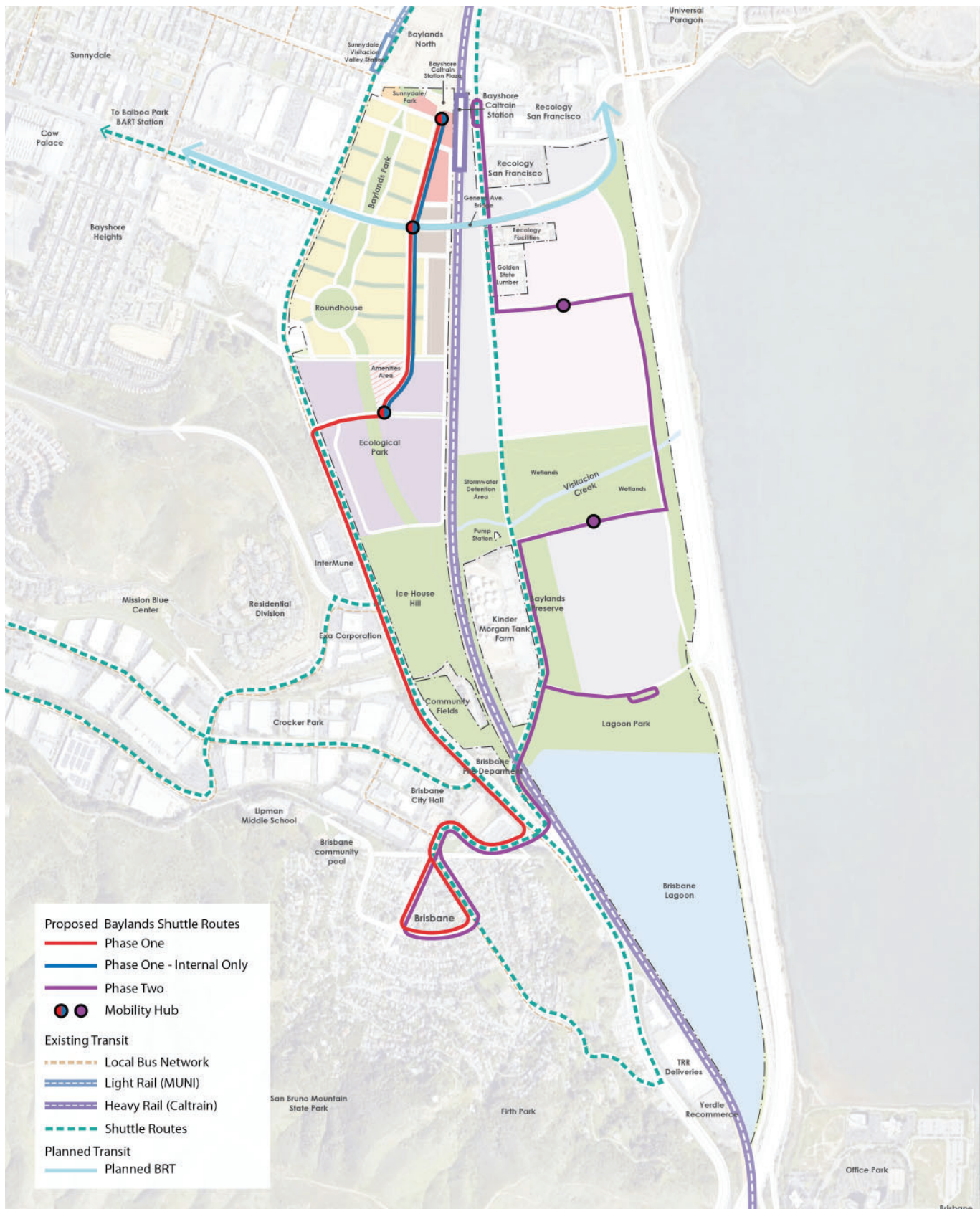


FIGURE 6.4: THE BAYLANDS SHUTTLE EXTENSION AND TRANSIT CONNECTIONS

**TABLE 6.5: PROPOSED BAYLANDS SHUTTLE ROUTES**

Proposed Baylands Shuttle Route	Weekday Service	Weekend Service
Phase One: Brisbane Downtown	6:00–9:00 AM 4:00–6:00 PM 1 hour headways	No Service
Phase One: Internal Only	6:00 AM–8:00 PM Max 15-minute headways	10:00 AM–5:00 PM On-demand service (expand to fixed route if warranted)
Phase Two: East Side	6:00–9:00 AM 4:00–6:00 PM 1 hour headways	10:00 AM–5:00 PM On-demand service (expand to fixed route if warranted)

**MOBILITY HUBS**

The Baylands includes strategically placed mobility hubs to provide seamless first-last mile solutions that deliver people from transit stop to destination. Mobility hubs are places where multiple travel options come together, like bus or shuttle service, bikeshare, and/or carshare. See Figure 6.4 for mobility hub locations, and Section 6.4.4 for additional mobility hub design details.

**6.3.5 TRANSPORTATION DEMAND MANAGEMENT**

The Baylands will provide public infrastructure and programming that enables people to be less dependent on cars. In addition to the transportation improvements, active transportation infrastructure, and transit services previously described, a Baylands-wide Demand Management (TDM) Program shall be developed and implemented, in accordance with guidance from the City/County Association of Governments of San Mateo County (C/CAG). C/CAG is the designated Congestion Management Agency for San Mateo County.

TDM refers to a package of policies, programs, or services that individually and collectively influence travel and parking demand, typically by improving and expanding non-driving mobility options, while maintaining incentives

to increase their use, to reduce vehicle-based trips and parking demand. The Baylands TDM Program will include the measures identified in Table 6.8 that will be implemented in accordance with San Mateo County’s requirements

Because The Baylands development would occur in increments over a 20-year period, individual TDM Plans will be prepared for each applicable site-specific development project as it undergoes Planned Development Permit review that follow requirements set forth by the Baylands TDM Program.

The Baylands Specific Plan Area-wide TDM target shall be a minimum 25% trip reduction below baseline Average Daily Traffic (ADT). Baseline ADT shall be evaluated based on the latest ITE Manual’s trip generation methodology for the appropriate land use of each site-specific development project as it goes under Planned Development Permit review.

Reporting and monitoring will follow C/CAG guidance and recommendations to administer the monitoring and reporting process primarily through project tenant and employee surveys (see Table 6.6).

Most land uses attract a combination of user types over time; however, one type of user will predominantly determine the TDM measures for each land use. Table 6.7 shows how each land use and building type correlate to a TDM primary market. The applicability of each TDM measure to the primary user types (resident, commuter, and visitor) is shown in the rightmost columns of Table 6.8.

**TABLE 6.6: C/CAG RECOMMENDED MONITORING & REPORTING STRUCTURE**

TDM Plan Checklist Survey Reporting	Multi-Family Residential	Non-Residential
1-6 Years Post-Occupancy	Biennial self-certification	Biennial Survey
6+ Years Post-Occupancy	Not Required	Triennial Survey
Mode Share Surveys	Not Required	Required



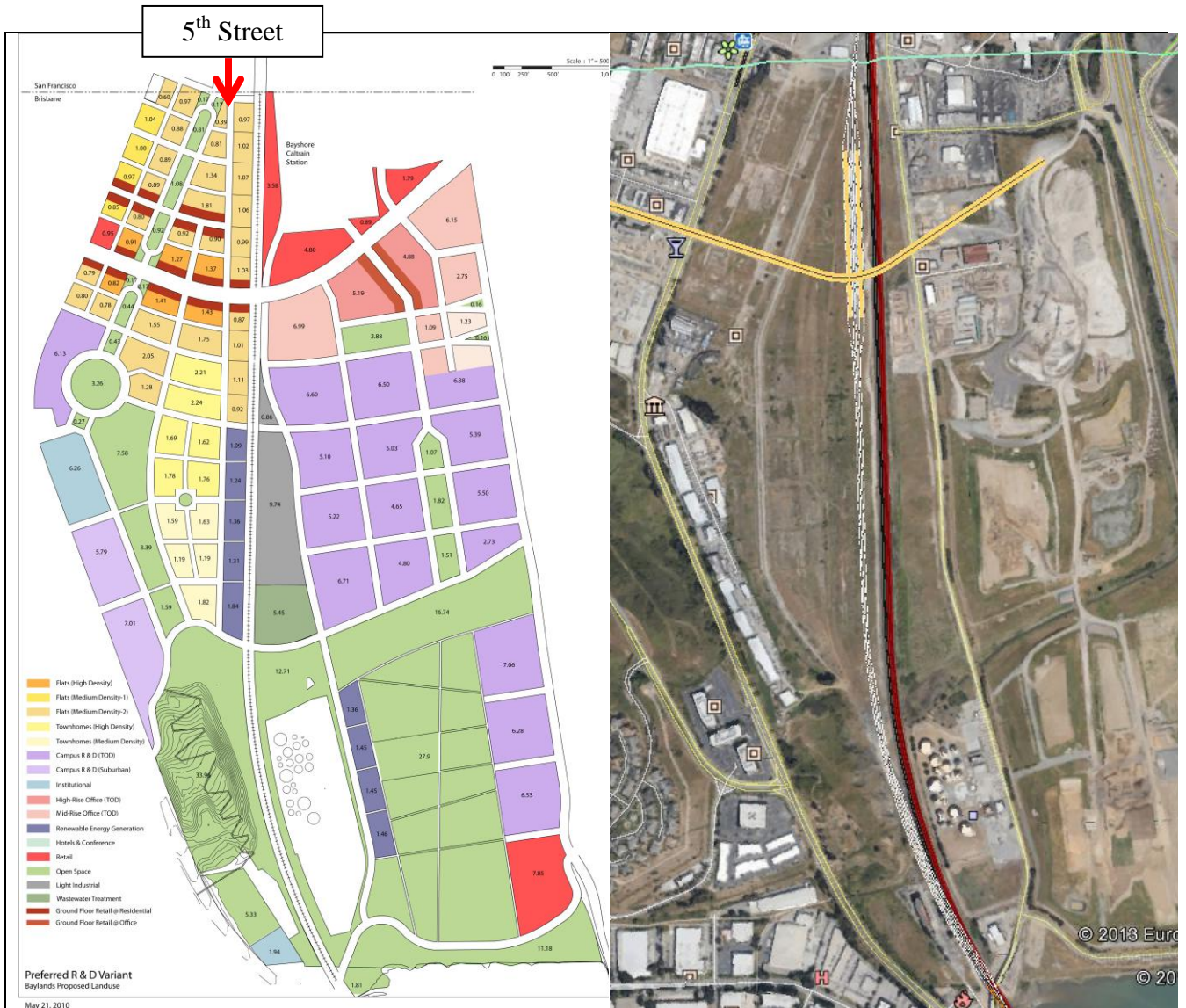
Roland Lebrun  
[ccss@msn.com](mailto:ccss@msn.com)  
Brisbane Baylands Draft EIR  
January 19 2014

Dear Mr. Swiecki,

Thank you for the opportunity to comment on the Brisbane Baylands Draft EIR.

While it is generally accepted that 200 MPH high speed trains will not appear in the Peninsula for at least another 20 years, plans for land use adjacent to the rail corridor should consider future higher speeds in the Peninsula with an eventual objective to connect San Jose to San Francisco in 30 minutes or less.

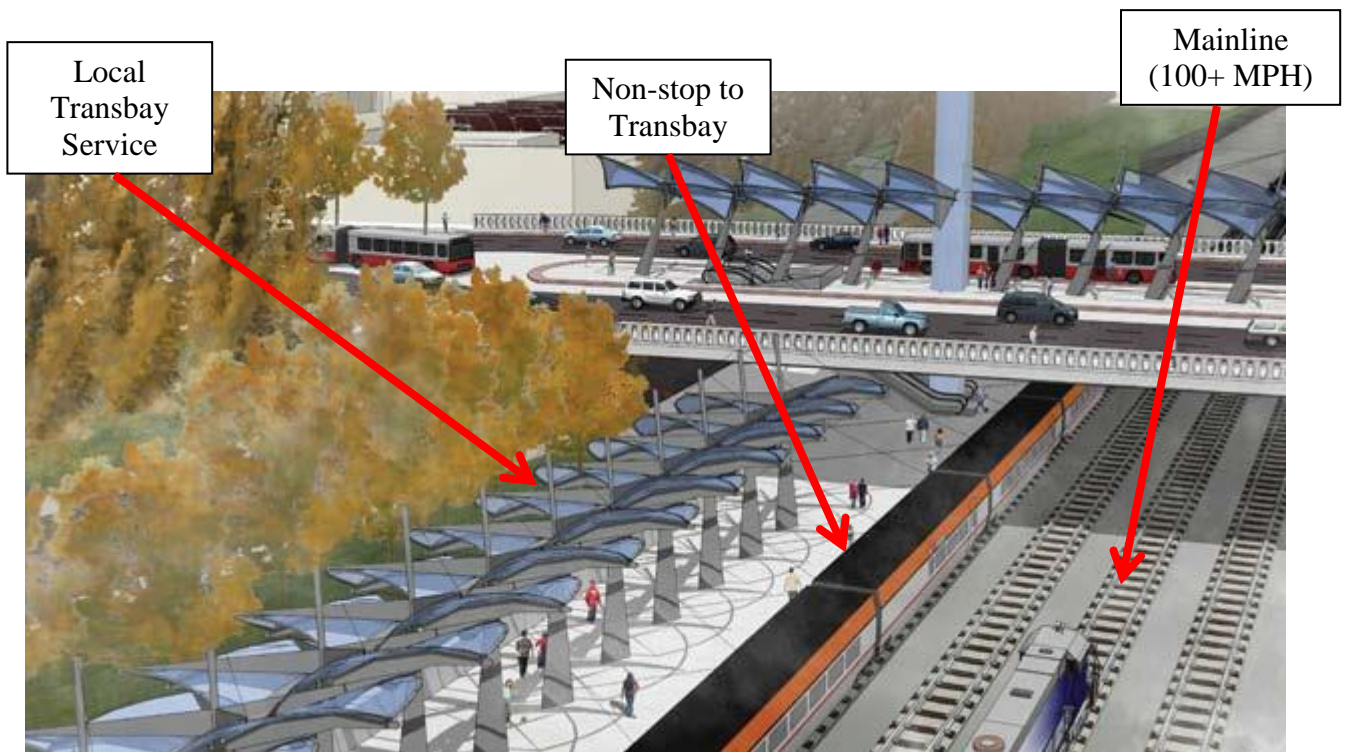
It is in this context that the DEIR should consider a new rail alignment capable of supporting speeds in excess of 100 MPH along the proposed future 5<sup>th</sup> Street.



The relocation of the tracks and the Bayshore station to the 5<sup>th</sup> Street alignment would also significantly enhance transfers between Caltrain and the proposed Muni T-Third light rail station on 5<sup>th</sup> Street.

The relocated Bayshore station would have two additional tracks to facilitate cross-platform transfers between Baby Bullets (5-minute non-stop to Transbay) and locals stopping at Oakdale, 22<sup>nd</sup> Street, Mission Bay and the Transbay Terminal. The additional station and turnaround tracks would support a capacity of 12 trains/hour between Brisbane and Transbay, 10-20 years ahead of the rest of the Peninsula (Policy 6-12).

The impacts caused by the higher speeds of express trains should be mitigated by creating embankments on both sides of the tracks thereby giving the impression that the proposed Geneva Avenue extension is at grade while the platforms and the tracks are in a trench.



The proposed new alignment would have the following additional advantages:

- Faster, safer and more cost-effective construction of the relocated Bayshore station, including connections to MUNI light rail and Geneva Avenue BRT.
- No construction impacts on Caltrain service.
- Foundation for a future 5-minute connection to San Francisco International (Transbay to SFO in 10 minutes, including a one-minute stop in Brisbane).



Platform lengths.

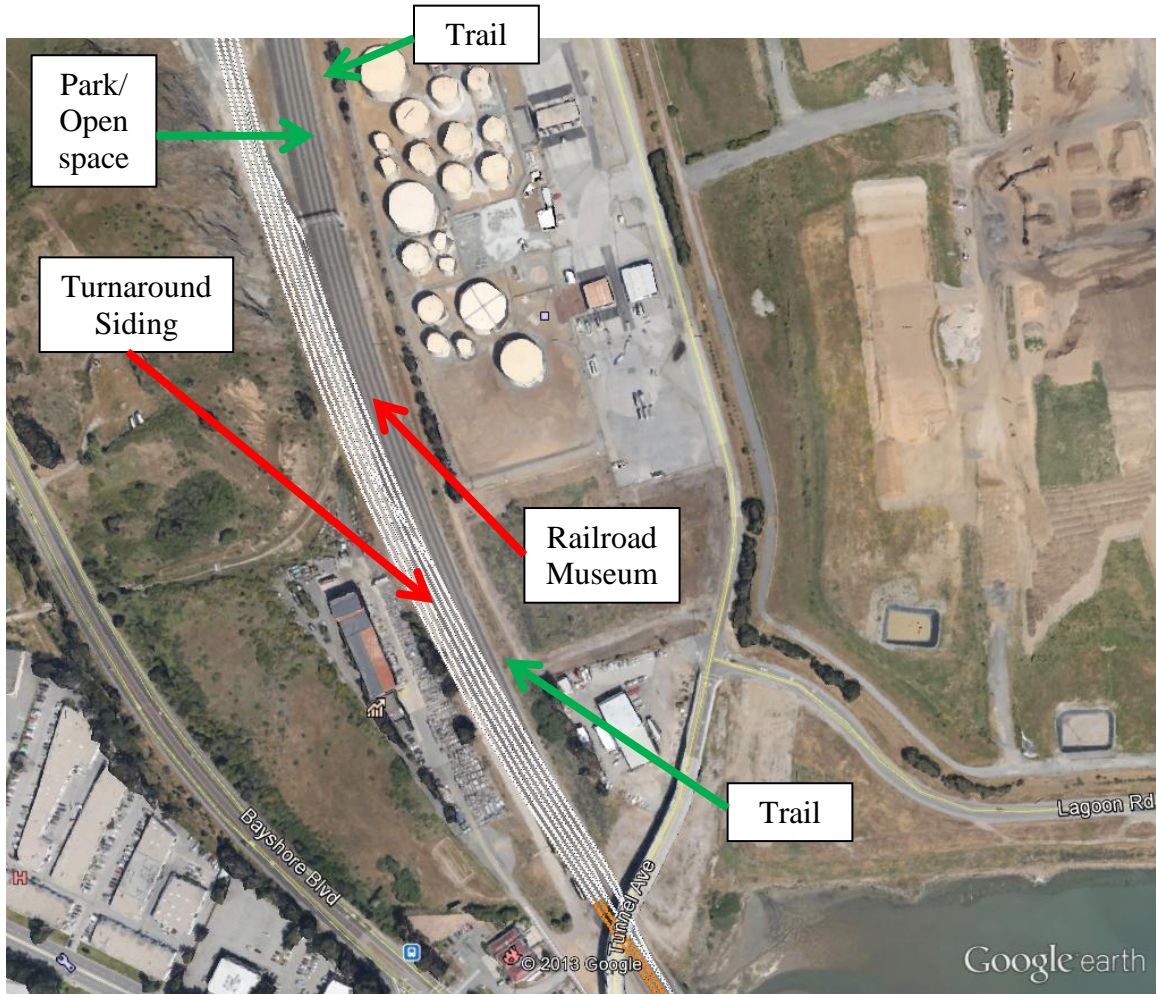
Please refer to "Platform Dimensions" on page 13 of Chapter 3 of the Caltrain Engineering Standards: <http://www.caltrain.com/assets/engineering/engineering-standards-2/criteria/CHAPTER3.pdf> : *"The standard platform length shall be 700 feet to accommodate a six (6) car train consist. Platform design shall consider or not preclude a possible expansion of platform length to 1000 feet"*

The DEIR should consider this 1,000-foot requirement because it would enable a Bayshore Caltrain station entrance at Beatty Avenue which is within walking distance of the Schlage Lock development. The DEIR should also consider extending the platforms south of Geneva Avenue to match Transbay's 1,330-foot platform lengths for two reasons: support for double-length Caltrain consists capable of transporting 2,000 passengers to/from special events in downtown San Francisco and/or Brisbane and the ability to disembark and turn around full-length HSR trains in case of an emergency between Brisbane and the Transbay terminal.





- Relocation of the mainline would also facilitate the repurposing of the existing tracks between Ice House Hill and the Kinder Morgan Energy Tank Farm into a siding yard and a location for the future railroad Museum while maintaining an opportunity for a linear park and trail connection between the siding yard and the Tank Farm. The siding yard could provide off-peak storage for up to 8 Caltrain consists as well as the ability to turnaround additional train service (up to 6 additional trains/hour between Bayshore and Transbay) over and above the proposed maximum six Caltrains/hour by 2019.



Thank you for considering these enhancements to this exciting project.

Sincerely,

Roland Lebrun

**From:** [Margaret Tseng](#)  
**To:** ["Alexandre Gauthier"](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: April Finance Workshop Agenda  
**Date:** Friday, May 12, 2023 8:18:36 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Hello Alexandre.

Thank you for bringing this to our attention.

The presentation was inadvertently missed for posting on the website. It is currently available on [Board Finance Workshop](#) webpage under the Documents tab.

Thank you for your patience and understanding.

Regards,

Margaret



Margaret Tseng  
Deputy District Secretary

San Mateo County Transit District  
1250 San Carlos Avenue | San Carlos, CA 94070  
d: (650) 551-6108 | e: [tsengm@samtrans.com](mailto:tsengm@samtrans.com)

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**From:** Alexandre Gauthier <[alexvgau@gmail.com](mailto:alexvgau@gmail.com)>  
**Sent:** Thursday, May 11, 2023 9:14 PM  
**To:** Board (@caltrain.com) <[board@caltrain.com](mailto:board@caltrain.com)>  
**Subject:** April Finance Workshop Agenda

You don't often get email from [alexvgau@gmail.com](mailto:alexvgau@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.

I noticed that the agenda for the April 6, 2023 Board Finance Workshop posted on the Caltrain website has been shortened to exclude the slides presented at the meeting:

<https://www.caltrain.com/meetings/2023/04/board-finance-workshop>

The website used to include a link to both the summary agenda and a 75-page presentation, which is still available from the Internet Archive:

<https://web.archive.org/web/20230405064405/https://www.caltrain.com/meetings/2023/04/board-finance-workshop>

Why was the slide presentation removed from the Caltrain website?

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Alexandre Gauthier

**From:** [Amanda Bynes](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Increase Your Web Visibility: caltrain.com  
**Date:** Thursday, May 11, 2023 4:32:46 AM

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

Hello [caltrain.com](#) Team,

Hope you are doing well.

We went through your website and got to know few key points, which needs your attention on priority. This might seem irrelevant now; but believe me with recent updates from Google, we think you are losing out the most.

Your website traffic trend analysis clearly states you are not competing well with others, because of some strategic flaws.

**Here are some points where your website needs immediate attention:**

- Low online presence for major competitive keywords or, phrases.
- The website is not responsive for major browsers and devices.
- Technical errors that restrict your website from search engine Indexing.
- Lack of theme based quality back links.
- Social media updates are don't have adequate followers.

What we can do for you?

Our certified Google Analytics professional understand all recent Algorithmic updates. We will prepare an advanced digital marketing campaign to generate maximum traffic and boost your search engine ranking.

This e-mail provides you with a glimpse of information. If you have any queries about our services then kindly contact us back for a free website audit report.

Interested! Please get in touch with us on following co-ordinates.

**Best Regards,  
Amanda Bynes | Marketing Consultant**

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**From:** [Secrétariat du Prix Versailles](#)  
**To:** [Board \(@caltrain.com\)](mailto:board@caltrain.com)  
**Subject:** Prix Versailles Official List  
**Date:** Thursday, May 11, 2023 1:31:00 AM  
**Attachments:** [yIDsoB0PLr9aSjNY.png](#)

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*To the Laureates of the Prix Versailles*

Dear Sir or Madam,

After the message below, the Secretariat is informing you that the Official List of Laureates is now published on [www.prix-versailles.com](http://www.prix-versailles.com)

Remaining at your disposal,

With best regards,

Thomas Delisle

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Secrétariat du Prix Versailles  
T +33 (0)1 85 08 91 60

----- Message transféré -----

**Sujet :** Prix Versailles Official List

**Date :** Thu, 20 Apr 2023 18:49:12 +0200

**De :** Secrétariat du Prix Versailles <[contact@prix-versailles.com](mailto:contact@prix-versailles.com)>

**Pour :** [board@caltrain.com](mailto:board@caltrain.com)

*To the Laureates of the Prix Versailles*

Dear Sir or Madam,

We are writing to you today because you are associated with one or several sites that have been named Laureates of the Prix Versailles, the world architecture and design award discerned at UNESCO.

It is the pleasure of the Secretariat of the Prix Versailles to inform you that the Official List of Laureates is now available.

You are cordially invited to browse the List in a dedicated online space using the password UNESCOPV:

<https://www.designs.prix-versailles.com/>

Our team remains at your disposal for any further information you may require.

With best regards,

Thomas Delisle

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Secrétariat du Prix Versailles

T +33 (0)1 85 08 91 60

