



JPB Board of Directors
Meeting of August 7, 2025

Correspondence as of June 27, 2025

<u>#</u>	<u>Subject</u>
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| 1. | Congratulation. Mr Anthony Monte Conductor in train Number 605 |
| 2. | New Service of Intrepid LLC |
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| 7. | Re: Evening express trains – <i>Staff response</i> |
| 8. | Re: Congratulation. Mr Anthony Monte Conductor in train Number 605 – <i>Staff response</i> |

From: [ana puig](#)
To: [Board \(@caltrain.com\)](#)
Subject: Congratulation. Mr Anthony Monte Conductor in train Number 605
Date: Saturday, June 21, 2025 8:53:32 AM

You don't often get email from anaabel7777777@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.

Dear sirs, i am very happy having been helped by Mr Anthony Monte from Redwood City today to SF Airport
Thank you for that junf if values in your workers
Yours sincerely,
Ana Abel

From: [Leonardo Zayas](#)
To: [Wasilco, Jadie](#)
Cc: [Board \(@caltrain.com\)](#); [Licensing](#)
Subject: New Service of Intrepid LLC
Date: Monday, June 23, 2025 8:07:41 AM
Attachments: [notice-officials.pdf](#)
[INTREPIDOSLLC_540825548.pdf](#)

You don't often get email from leozayas@intrepidlos.net. [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 Jadie Wasilco and the Caltrain Board,

I am Leonardo Zayas, the owner of Intrepid LLC, a new business running transportation services in San Francisco and the SFO airport. Attached please find letter of notification of this new service along with the CPUC order approving it.

Please let me know if you have any questions or concerns.

Best regards,

Leonardo Zayas
Intrepid LLC

Dear San Francisco City Operative,

May the present written notice serve as notification of the new shuttle service operating within the jurisdiction of the City of San Francisco.

A new shuttle service transporting passengers to/from the city of San Francisco and the SFO airport has been put into operation as of 6/19/2025.

The service can be accessed through the web site <https://www.shuttleSFO.com>

Attached is the approved executive order from the CPUC and below is the logo the vehicles will display as signage.

Thank you for your consideration.

In San Francisco, on June 19th, 2025.

Leonardo Zayas
Intrepid LLC



Decision 24-09-027

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of INTREPIDOS LLC for authority to operate as an on-call Passenger Stage Corporation between points in SAN FRANCISCO and SAN FRANCISCO INTERNATIONAL AIRPORT and to establish a Zone of Rate Freedom.

Application 24-05-021
(Filed May 7, 2024)

EXECUTIVE DIRECTOR'S ORDER

Summary

This decision grants the application of Intrepid LLC, a California limited liability company, pursuant to California Public Utilities Code § 1031 et seq., for a Certificate of Public Convenience and Necessity to operate as a Passenger Stage Corporation as defined in California Public Utilities Code § 226. This application was filed pursuant to the procedures adopted in Decision 15-05-029.

This proceeding is closed.

1.1. Factual Background

Intrepid LLC (Applicant), a California Limited Liability Company, is requesting that the California Public Utilities Commission (Commission) grant Applicant a Certificate of Public Convenience and Necessity (CPCN) to operate as a Passenger Stage Corporation (PSC). Applicant proposes to operate on-call passenger transportation between San Francisco and San Francisco International Airport (SFO).

1.2. Procedural Background

This application is granted pursuant to the procedures adopted in Decision (D.) 15-05-029.

1.3. Submission Date

This matter was submitted on May 7, 2024.

2. Jurisdiction

The Commission regulates PSCs pursuant to California Public Utilities (Pub. Util.) Code § 1031 et seq., and applications for a certificate to operate are governed by the Commission's Rules of Practice and Procedure (Rules), Rule 3.3 Certificate to Operate.

3. Issues Before the Commission

The issues to be determined or otherwise considered are:

1. Whether Applicant's request for a CPCN meets all Commission requirements of Pub. Util. Code §§ 1031 et seq. and Rule 3.3;
2. Whether Applicant's proposed transportation services comply with the California Environmental Quality Act (CEQA); and
3. Whether Applicant's proposed transportation services impact environmental and social justice communities, including the extent to which Applicant's operation in California impacts achievement of any of the nine goals of the Commission's Environmental and Social Justice (ESJ) Action Plan.

4. Discussion

Applicant proposes operating as an on-call PSC 24 hours per day, seven days per week depending upon demand. The proposed fare is \$20 for a one-way trip. Applicant will compete with other PSCs, charter-party carriers, taxicabs, transportation network companies (TNCs), limousines, public transit, and private

automobiles in its operations. This highly competitive environment should result in Applicant pricing its services at a reasonable level.

Applicant requests authority to offer seasonal or temporary promotional discounts between 10% and 60% applied to the base fare. Part 8 of General Order (GO) 158-A allows carriers to publish discount provisions in their tariffs.

Applicant requests that the Commission grant a 30% Zone of Rate Freedom (ZORF). D.15-05-029 authorizes the Executive Director to grant a 15% ZORF above and below the granted fares; therefore, a 15% ZORF should be considered.

Applicant proposes to operate a sports utility vehicle (SUV) or small bus and will lease or purchase it when the application has been approved.

Pursuant to RPP, Rule 3.3(a)(8), Applicant provided a bank statement showing that the LLC had \$2,609.61 in its checking account.

Applicant will be required to comply with the licensing and insurance requirements in Pub. Util. Code §§ 1031 et seq. and Commission General Orders (GO) 101-E and 158-A, which include having applicant's insurance company file evidence of Public Liability and Property Damage (PL&PD) insurance for any vehicles that Applicant operates; enrollment in a controlled substance and alcohol testing program; and enrollment of all drivers in the Department of Motor Vehicles Employer Pull Notice Program prior to operating as a PSC.

Since the proposed service will reduce the number of vehicles on the public highways between points in California, a California Environmental Quality Act review is not required because it can be seen with certainty that there is no possibility that the activity may have a significant adverse effect on the environment.

On April 7, 2022, the Commission adopted version 2.0 of its ESJ Action Plan as a comprehensive strategy and framework to address ESJ issues in each

proceeding. Environmental justice means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, and enforcement of environmental laws, regulations, and policies. The ESJ Action Plan identifies existing inequities and proposes actions for how the Commission can use its regulatory authority to address health and safety, consumer protection, program benefits, and enforcement to encompass industries it regulates, including energy, water, communications, and passenger transportation.

The ESJ Action Plan promotes environmental and social justice in California communities that are “predominately communities of color or low income communities that are underrepresented in the policy setting or decision making process, subject to a disproportionate impact from one or more environmental hazards, and are likely to experience disparate implementation of environmental regulations and socio-economic investments in their communities.”¹ Goal 3 of the ESJ Action Plan is to “*Strive to improve access to high-quality . . . transportation services for ESJ communities.*” (emphasis added).

Here, though no evidence establishes that the proposed service would operate in or transport passengers to or from any locale with ESJ community characteristics, the proposed service will increase transportation options and encourage competition in this market, which could lead to lower costs for consumers. As a result, we find that the Applicant’s request for authority to operate and a ZORF align with the goals of the Commission’s ESJ Action Plan.²

¹ California Public Utilities Commission Environmental & Social Justice Action Plan, Version 2.0, April 7, 2022 at 2.

² The Action Plan focuses on the following ESJ communities: (a) Disadvantaged Communities, defined as census tracts that score in the top 25% of CalEnviroScreen 3.0, along with those that score within the highest 5% of CalEnviroScreen 3.0's Pollution Burden but do not receive an overall CalEnviroScreen score; (b) Tribal Lands; (c) Low-income households (*i.e.*, households with

Footnote continued on next page.

In Resolution ALJ 176-3547, dated June 20, 2024, the Commission preliminarily categorized this application as ratesetting. No protest has been received. Given this status, a public hearing is not necessary, and it is not necessary to alter the preliminary determinations made in Resolution ALJ 176-3547.

Notice of filing of the application appeared in the Commission's Daily Calendar on May 29, 2024. Applicant served a copy of the application on the Consumer Protection and Enforcement Division (CPED).

5. Waiver of Comment Period

This is an uncontested matter in which the decision grants the relief requested. Accordingly, as provided in Rule 14.6(c)(2), the otherwise applicable 30-day public review and comment period for this decision is waived.

6. Assignment of Proceeding

Terra Curtis is the assigned Examiner in this proceeding.

Finding of Fact

1. The application requests authority to operate as an on-call PSC to transport passengers and their baggage between points in San Francisco on one hand and SFO on the other hand.
2. Applicant requests authority to establish a ZORF of 30% above and below the base fare of \$20 each way.
3. D.15-05-029 authorizes the Executive Director to grant a ZORF of 15%, so the ZORF will be restricted to 15% of the proposed fares.
4. Applicant will be operating in a highly competitive market.

incomes below 80% of the area median income); and (d) Low-income census tracts (*i.e.*, census tracts where aggregated household incomes are less than 80% of area or state median income). The California Environmental Protection Agency has not designated the City of San Francisco or San Francisco International Airport as Disadvantaged Communities, and those locations are not within the limits of recognized Tribal Lands.

5. Public convenience and necessity requires the proposed service.

6. No protest of the application has been filed.

7. A public hearing is not necessary.

8. A California Environmental Quality Act review is not required for this decision because it can be seen with certainty that there is no possibility that the proposed operations may have a significant adverse effect on the environment.

9. The proposed operations align with the Commission's ESJ Action Plan.

Conclusions of Law

1. Public convenience and necessity have been demonstrated, and the Application should be granted.

2. The Executive Director is authorized to sign, on behalf of the Commission, orders granting PSC Applications in the process adopted in D.15-05-029.

3. A ZORF of 15% should be granted because the ZORF is fair and reasonable.

4. Before Applicant changes any fares under the ZORF authorized below, Applicant should give this Commission at least ten days' notice. The tariff should show the high and low ends of the ZORF and the then currently effective fare between each pair of service points.

5. All discounts should be included in the Applicant's tariff.

6. Before Applicant operates, Applicant should comply with the licensing and insurance requirements in Pub. Util. Code §§ 1031 et seq. and Commission General Orders 101-E and 158-A.

7. Because the matter is uncontested, the decision should be effective on the date it is signed.

8. A public hearing is not necessary.

9. A California Environmental Quality Act review is not required for this decision because it can be seen with certainty that there is no possibility that the activity in question may have a significant adverse effect on the environment.

10.A.24-05-021 should be closed.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Intrepid LLC, a California Limited Liability Company, authorizing it to operate as a on-call Passenger Stage Corporation (PSC), as defined in Public Utilities Code § 226, to transport passengers and their baggage between the points and over the routes set forth in Appendix PSC-46039, subject to the conditions contained in the following paragraphs.

2. Intrepid LLC shall:

- a. File a written acceptance of this certificate within 30 days after this decision is effective.
- b. Establish the authorized service and file tariffs within 120 days after this decision is effective.
- c. File tariffs on or after the effective date of this decision. The tariff shall become effective ten days or more after the effective date of this decision, provided that the Commission and the public are given not less than ten days' notice.
- d. Comply with General Orders Series 101 and 158 and the California Highway Patrol safety rules.
- e. Comply with the California Public Utilities Commission's controlled substance and alcohol testing certification program pursuant to Public Utilities Code § 1032.1 and General Order Series 158.

- f. Remit to the California Public Utilities Commission the Transportation Reimbursement Fee required by Public Utilities Code § 423 when notified by email to do so. Failure to comply with this filing will result in suspension and/or revocation of authority.
 - g. Comply with Public Utilities Code §§ 460.7 and 1043 relating to the Workers' Compensation laws of this state.
 - h. Enroll all drivers in the Pull Notice System as required by Vehicle Code § 1808.1.
3. Intrepid LLC is authorized under Public Utilities Code § 454.2 to establish a zone of rate freedom of 15% above and below proposed fares.
4. Intrepid LLC shall file a zone of rate freedom (ZORF) tariff with the California Public Utilities Commission and the public in accordance with the application at least ten days before the effective date of the tariff. The ZORF shall expire unless exercised within 120 days after the effective date of this decision.
5. Intrepid LLC may make changes within the ZORF by filing amended tariffs on not less than ten days' notice to the California Public Utilities Commission and to the public. The tariff shall include the authorized maximum and minimum fares and the fare to be charged between each pair of service points.
6. In addition to posting and filing tariffs, Intrepid LLC shall post notices explaining fare changes in its terminals and passenger-carrying vehicles. Such notices shall be posted at least ten days before the effective date of the fare changes and shall remain posted for at least 30 days.
7. Intrepid LLC is authorized to begin operations on the date that the Consumer Protection and Enforcement Division mails a notice to applicant that its evidence of insurance and other documents required by Ordering Paragraph 2

have been filed with the California Public Utilities Commission and that the California Highway Patrol has approved the use of applicant's vehicles for service.

8. The Certificate of Public Convenience and Necessity to operate as Passenger Stage Corporation PSC-46039, granted herein, expires unless exercised within 120 days after the effective date of this decision.

9. The Application is granted as set forth above.

10. Application 24-05-021 is closed.

This order is effective today.

Dated September 25, 2024, at San Francisco, California.

/S/ RACHEL PETERSON

Rachel Peterson
Executive Director

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-46039

Showing passenger stage operative rights, restrictions,
limitations, exceptions, and privileges.

All changes and amendments as authorized by
the Public Utilities Commission of the State of California
will be made as revised pages or added original pages.

I N D E X

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SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,
AND SPECIFICATIONS.

Intrepid LLC, a California limited liability company, by the certificate of public convenience and necessity granted by the decision noted in the foot of the margin, is authorized to transport passengers and their baggage on an "on-call" basis between the points described in Section II, over the routes described in Section III, subject, however, to the authority of this Commission to change or modify this authority at any time and subject to the following provisions:

- a. When a route description is given in one direction, it applies to operation in either direction unless otherwise indicated.
- b. The term "on-call," as used, refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs shall show the conditions under which each authorized on-call service will be provided and shall include the description of the boundary of each fare zone, except when a single fare is charged to all points within a single incorporated city.
- c. No passengers shall be transported except those having a point of origin or destination as described in Section IIA.
- d. This certificate does not authorize the holder to conduct any operation on the property of any airport unless such operation is authorized by the airport authority involved.

(a California Limited Liability Company)

SECTION II. SERVICE AREA.

- A) The City of San Francisco
- B) San Francisco International Airport (SFO)

SECTION III. ROUTE DESCRIPTIONS

Commencing from any point described in Section IIA, then over the most convenient streets and highways to any other point in Section IIB.

From: [Deborah Golden](mailto:Deborah.Golden@sonic.net)
To: Deborah.Golden@sonic.net
Cc: Deborah.Golden@sonic.net; [Stan Jack Seliger](mailto:Stan.Jack.Seliger@PaloAlto.org); [Elaine Perry](mailto:Elaine.Perry@PaloAlto.org); [Tom Nordstrom](mailto:Tom.Nordstrom@PaloAlto.org); [Don Jones](mailto:Don.Jones@PaloAlto.org); [David Cox](mailto:David.Cox@PaloAlto.org)
Subject: Motorcycles on CalTrain
Date: Tuesday, June 24, 2025 12:17:36 PM

[You don't often get email from Deborah.Golden@sonic.net. Learn why this is important at <https://aka.ms/OutlookSenderIdentification>]

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I ride CalTrain three to four times a week. The fact that I can take my class ONE electric assist bike - a vehicle that, if you remove the battery, looks and acts exactly like a conventional pedal power bike - on CalTrain means I can use Cal Train ten times more than I would otherwise. However, being allowed to bring a vehicle that has an electric motor on it on board is a privilege that is being abused. This photo is from yesterday (June 23rd). Most of the electric powered vehicles that are on CalTrain now are NOT electric assist. They have huge, fat tires, bulky handlebars, giant luggage wracks, etc. Most of them are genuinely being used for commute and increase ridership. However, the common excessive tire size means you can only fit two of them in the stalls where you can fit four or five pedal power bikes. Could CalTrain consider making a tire width restriction? That could solve a lot of problems.

Palo Alto is being invaded by youths taking their, usually illegal, electric powered dirt bikes on Cal Train to use Palo Alto's exceptional cycling infrastructure to joyride and terrorize pedestrians. A tire width restriction would allow commuters using class TWO bikes to continue doing so, but would put the kibosh on the joyrides.

I see oversized, fat tired, class two or three electric "assist" bikes on CalTrain every ride. I only see the electric powered motorcycle - the vehicle pictured is classified, by law, as a motorcycle - about once a month, but I see no reason why a vehicle like this should ever be allowed on a train. These vehicles have ranges up to 150 miles. As you can see, it takes up the entire stall.

The conductor told me that as long as the vehicle doesn't have a combustion engine and isn't longer than 72 inches, it's allowed on board. This vehicle is, tire to tire, longer than 72 inches so maybe there is a way that measuring them could be enabled. But many of these motorcycles are not. But seems to me, a vehicle that is an electric motorcycle, rather than just an electric assist bike, should not be allowed on CalTrain.

The conductor said, "yes please complain to the board. They don't listen to us."

Deborah Golden, Birch St., Palo Alto

V
V
V



From: [david bautista](#)
To: [Board \(@caltrain.com\)](#)
Subject: Morning 7.49am train in Morgan Hill to San Jose smells like crap
Date: Wednesday, June 25, 2025 8:08:30 AM

You don't often get email from david_bautista@yahoo.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.

Hello,

I moved to Morgan Hill in November of 2024 and started taking the train to work to Redwood City. I was impressed by how clean the train was in the morning, considering it was an older train, and by what a great experience it was.

The past month or two, every morning when the train picks us up at Morgan Hill at approximately 7.50 am, several of the cars on the train have a very foul odor, like crap smell. Both upstairs and downstairs, my concern is that this will make people sick, including me. Can you please investigate this? I believe someone is not doing their job and cleaning the toilet waste out daily; they are cutting corners. I know this because, back in November through April, the train was such a great experience with zero odor, and now it's a crappy experience, to the point where you might make people sick if this is not taken care of. I know the new trains are coming, but this can definitely not wait. Once I transfer to the new train in San Jose, the issue is gone, it is only the old trains having this issue, they should have the crap tanks emptied daily to avoid this.

Thank you,
Concerned rider,
David Bautista
408-799-8930

Below is what ChatGPT says:

The older Caltrain cars can sometimes smell unpleasant—like “crap” or sewage—for a few reasons:

1.

Toilet Ventilation Design (or Lack Thereof)

Many of the **older Bombardier train cars** have **non-sealed toilet compartments** and **less effective ventilation systems**.

- Waste tanks under the train may **vent gases improperly**, especially when toilets are flushed at stations or when holding tanks are full.
 - If negative pressure builds up when doors open or HVAC systems cycle, it can **pull air from the toilet compartment into the passenger area**.
-

2.

Deferred Maintenance

- Older cars are often **harder to keep clean**, and their plumbing systems require **frequent servicing**.
 - If the **waste tanks aren't emptied regularly**, odors can accumulate.
 - Leaks or dried waste around gaskets or vents can **linger and spread odors**, especially in warm weather.
-

3.

HVAC Recirculation

- Air conditioning systems in older Caltrain cars tend to **recirculate cabin air** rather than bring in fresh air consistently.
 - This means any odor—whether from bathrooms, passengers, or spills—**gets redistributed** through the HVAC ducts.
-

4.

Aging Infrastructure

- The Bombardier fleet has been in service since the **early 2000s**, and components like flooring, seats, and ventilation ducts have had **years of wear and exposure**.
 - **Porous materials** in older interiors (like carpeted floors or cloth seats) can **trap odors** over time.
-

What's Being Done

- Caltrain is **phasing in new electric trains (EMUs)** starting in 2024–2025 as part of its **electrification project**. These new trains:
 - Don't have onboard toilets (at least in initial EMU configurations).
 - Use **sealed, air-conditioned systems** with better filtration and ventilation.
- In the meantime, Caltrain **routinely deep-cleans** trains, but **odor issues persist** due to legacy equipment.

From: [Caltrain BOD Public Support](#)
To: rohingarg123@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Youth Application for Rohin Garg
Date: Wednesday, June 25, 2025 12:56:15 PM

Dear Rohin Garg,

Thank you for your email and for following up on your Youth Clipper card application.

Please note that Caltrain does not process or fulfill Clipper card mail orders. To apply for or pick up a Youth Clipper card, you'll need to visit in person at:

1250 San Carlos Avenue, San Carlos, CA 94070

Alternatively, you can contact Clipper Customer Service directly at **877.878.8883** or visit www.clippercard.com for assistance with your application status and to inquire about purchasing a monthly pass once your Youth Clipper card is active.

Let us know if you have any other Caltrain-related questions.

Your Caltrain BOD Public Support Team

From: Rohin Garg <rohingarg123@gmail.com>
Sent: Wednesday, June 25, 2025 6:10:51 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Fwd: Youth Application for Rohin Garg

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Forwarding my application for approval for a youth clipper card. Let me know if there's any other important information you need.

Thanks,
Rohin

----- Forwarded message -----

From: **Rohin Garg** <rohingarg123@gmail.com>
Date: Tue, Jun 24, 2025 at 11:08 PM
Subject: Re: Youth Application for Rohin Garg
To: <senioryouthapps@clippercard.com>, <communications@caltrain.com>

Hi,

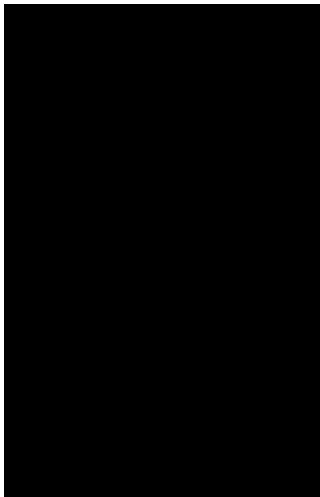
Still waiting on approval for a youth clipper card. The application said it would take up to 7 business days, but I'm still waiting on a response. I'd appreciate it if I could get a monthly pass soon!

Thanks,
Rohin

On Wed, Jun 11, 2025 at 11:40 PM Rohin Garg <rohingarg123@gmail.com> wrote:

Hi,

Attached is my ID as well as my application for the youth clipper card. I was also curious if I would be able to buy a monthly pass after this information got processed. Thanks for the help!



Thanks,
Rohin Garg

From: Caltrain 800 Public Support Team
To: Deborah Golddeen
Cc: Board@caltrain.com
Subject: Re: Motorcycles on CalTrain
Date: Friday, June 27, 2025 10:42:50 AM

Dear Deborah Golddeen

Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well. Thank you for taking the time to share your feedback, we really appreciate your observations and concern for maintaining safe and efficient bike access on Caltrain. We understand your frustration with the increasing number and size of electric bikes and similar vehicles on board, especially when they affect space availability and rider safety. While our current policy allows bikes and electric bikes that are no longer than 71 inches and do not have gas engines, we recognize that the growing diversity in e-bike styles is creating new challenges.

To help us investigate further and share your concerns with the appropriate teams, could you please provide the train number or the approximate time and direction of your ride on June 23rd? This will help us better understand the conditions onboard and evaluate possible policy adjustments, such as tire width limits or updated definitions for allowable vehicles.

Again, thank you for your feedback. It's input like yours that helps us continually improve the rider experience.

Kind regards,
Sarah Nabong

Your Caltrain 800 Public Support Team

From: Deborah Golddeen <deborah.golddeen@sonic.net>
Sent: Tuesday, June 24, 2025 7:17:18 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (Board@caltrain.com) <board@caltrain.com>
Cc: City Mgr <CityMgr@cityofpaloalto.org>; pat.burt@paloalto.gov <pat.burt@paloalto.gov>; Star-Lack, Sylvia <syvia.star-lack@cityofpaloalto.org>; Ellison, Penny <pennyellison12@gmail.com>; Eric Nordman <eric.nordman12@gmail.com>; Ken Joye <kenjoye@gmail.com>; David Coale <david2coale@gmail.com>
Subject: Motorcycles on CalTrain

[You don't often get email from deborah.golddeen@sonic.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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I ride CalTrain three to four times a week. The fact that I can take my class ONE electric assist bike - a vehicle that, if you remove the battery, looks and acts exactly like a conventional pedal power bike - on CalTrain means I can use Cal Train ten times more than I would otherwise. However, being allowed to bring a vehicle that has an electric motor on it on board is a privilege that is being abused. This photo is from yesterday (June 23rd). Most of the electric powered vehicles that are on CalTrain now are NOT electric assist. They have huge, fat tires, bulky handlebars, giant luggage racks, etc. Most of them are genuinely being used for commute and increase ridership. However, the common excessive tire size means you can only fit two of them in the stalls where you can fit four or five pedal power bikes. Could CalTrain consider making a tire width restriction? That could solve a lot of problems.

Palo Alto is being invaded you youths taking their, usually illegal, electric powered dirt bikes on Cal Train to use Palo Alto's exceptional cycling infrastructure to joyride and terrorize pedestrians. A tire width restriction would allow commuters using class TWO bikes to continue doing so, but would put the kibosh on the joyriders.

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The conductor said, "yes please complain to the board. They don't listen to us."

Deborah Golddeen, Birch St., Palo Alto

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From: [Caltrain BOD Public Support](#)
To: debbie@cdcrouse.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Evening express trains
Date: Friday, June 27, 2025 1:40:13 PM

Dear Debbie, Crouse,

Thank you for reaching out to Caltrain and for sharing your feedback. Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well.

At this time, we are unable to add additional Express Trains to our schedule due to limited resources and operational constraints. However, we value your input and will keep your suggestion in mind as we assess future service enhancements and as additional resources become available.

Regarding Special Event Service, the current approach reflects adjustments made following the capacity, frequency, and journey-time improvements enabled by electrification. We now operate trains departing San Francisco at least twice per hour, with increased service during peak periods. While the number of dedicated special event trains has been reduced, we are actively working to improve the boarding process at San Francisco for major events and will continue to monitor ridership and feedback closely.

We appreciate your continued support!

Sincerely,

Sarah Nabong

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <Board@caltrain.com>
Sent: Thursday, May 1, 2025 7:49 AM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Evening express trains

From: Debbie Crouse <debbie@cdcrouse.com>
Sent: Thursday, May 1, 2025 2:48:22 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com)
Subject: Evening express trains

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Hello!

I'm writing to request that Caltrain do some things to encourage ridership to and from the South Bay. As a rider from the Mountain View area, I would LOVE to ride the train to and from the city. However, the lack of express trains seems to deter us every time.

Requests:

- 2-3 nightly express trains that match with a typical night out or events in the city. Meaning 8pm, 9pm and 10pm.

- return the SfGiants game day trains (by the way their website says you have it and your website and customer service says you don't).

- create express trains for warriors games. Muni to Caltrain and Caltrain south would be ideal.

We were so excited about the electric trains and the. disappointed that it has t changed our service options to get home.

Happy to talk. Let's be best in class!

Best,
Debbie Crouse

From: [Caltrain BOD Public Support](#)
To: anaabel7777777@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Congratulation. Mr Anthony Monte Conductor in train Number 605
Date: Friday, June 27, 2025 3:21:55 PM

Dear Ana Abel,

Your message to the Caltrain Board of Directors has been directed to me for a response, and a copy of our correspondence will be shared with the Board members as well. Thank you so much for your kind feedback. We're thrilled to hear that Mr. Anthony Monte provided you with excellent service on Train 605 from Redwood City to SFO. We'll be sure to share your appreciation with him and recognize his outstanding work.

Your support means a lot to us—thank you again for taking the time to share your experience.

Sincerely,

Sarah Nabong

Your Caltrain BOD Public Support Team

From: ana puig <anaabel7777777@gmail.com>
Sent: Saturday, June 21, 2025 3:53:15 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Congratulation. Mr Anthony Monte Conductor in train Number 605

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Dear sirs, i am very happy having been helped by Mr Anthony Monte from Redwood City today to SF Airport
Thank you for that junf if values in your workers
Yours sincerely,
Ana Abel