



JPB Board of Directors
Meeting of December 4, 2025

Correspondence as of November 28, 2025

Subject

1. Offer to End Civil Proceedings Regarding Case 24-NF-010108-A, State v. John Allmon
2. Re: Fix your alerts – *Staff Response*
3. Re: please add 11:00pm northbound train departing from san jose Diridon – *Staff Response*
4. BSVII Project: November 2025 Construction Notice (Santa Clara Street Roadway Restoration)
5. Re: please add 11:00pm northbound train departing from san jose Diridon
6. Problems on your trains
7. Holiday train
8. PLEASE READ: Excessive LATE NIGHT + EARLY MORNING Train Horn Noise – Request for Compliance Review (Potrero Hill, SF)
9. VTA's BART Phase II: December 2025 Construction Update
10. Partnership with Caltrain
11. Request to visit with delegation of IL legislators on 1/27
12. Partnership Inquiry for Club Fugazi Theater Show
13. Toilets not working!!!!!!!!

Emil Lawrence MBA
Investigative Paralegal
Hotel Shores Landing
Unit 14/B, Second Floor
1000 Twin Dolphin Drive
RWC CA 94065
1-628-254-4126
Emil.Savin.Lawrence@Gmail.Com

November 12, 2025

Steve Wagman
Claims Specialist
San Mateo County Transit District
SamTrans (ST), Peninsula Corridor,
Joint Powers Board (PCJPB)
1250 San Carlos Avenue
San Carlos, CA 94070

Re (1): This Letter is sent for my Official Complaint Adjudication Process. A case I will call "the attempted homicide of Emil Lawrence by John Allmon." My filed complaint will include Title VI violations of federal law, settlement negotiations based on John Allmon's, July, 3rd, 2024, assault, battery, and attempt to murder Emil Lawrence in the State Criminal Case.

This letter is my offer to end civil proceedings. **Re: Case 24-NF-010108-A, State v. John Allmon:**

Re (2): New PCJPB complaint, page one, Caltrans concierge dress-down, on how Emil Lawrence is breaking the law, the rules and more, with his book cart as a Caltrain passenger.

Mr. Wagman:

In R(1), John Allmon's trial is set for January, however it has been extended more than four times. ST has my official claim form-with an addendum-which is filled out to the best of my ability. Per contra, ST does not have my request for damages. At this moment, I have yet to see the RWC police report or a copy the video from the RWC police detective, or/and the actual video of the crime from your office, either. I would like to see the full length of the video from the time Allmon got on the bus. One video that has been officially secured. I have begun to study preliminaries this attempted murder.

Rambling on-before and in trial-I will first request the needed stuff. I am reviewing *ADA, Elder Law, and Allmon's past. I will have to get documents from your office and the DA for this task. I will review-after the filing-ST's compliance with reverse-discrimination complaints, compared to discrimination complaints, bus driver training and federal law.* ST gets federal funds for driver training. I will review SamTrans/Caltrans African bus driver reverse discrimination complaints, to the PCJPB. I have stated in letters to the PCJPB, that their phone jockeys make no attempt to take down the name and address of the complainer. Essentially, one is pushed off the phone.

For trial, my requests will include the Caltrain incident documents under PRA where the African concierge stopped the Caltrain train after refusing to help me get my carriage on board. He refused to extend the handicap or pushcart ramp.

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For R (2)-which is a new complaint-Caltrain did not give me a copy of their investigation to ascertain and read, after being blocked from entering Caltrain last year. Your office has the details. To prove that nothing happened, it has come around, again. On 10/07/25, at about 6: 30 PM, I boarded Caltrans at the Burlingame Station, and the young woman put out a ramp for my book cart. I still limp from the hit and run in 2023. No sooner had I got on the train a short Asian woman conductor showed up to tell me: You are not allowed to use the ramp on Caltrans. She did not wear a badge, and walked off not telling me her name. It was rail car 301, or 310, I believe. I use my cart every day on ST, but on Caltran-whether one is limping or not-a passenger is not allowed to do so. The denial here needs to be presented to jury.

What I see is this: The PCJPB is an arrogant bunch of bureaucratic elites-with paychecks that do not match their ability. These Board Members-elite bureaucrats-all live in million-dollar homes-drive fantastic automobiles-but never take public transportation for anything. So, why are they in charge of transportation issues?

When I attempted to speak-at one PCJPB hearing-en masse-they blocked me/cut my microphone for on a Caltrain discrimination incident. I told the-PCJPB-I ride several ST buses in many directions, 365 days a year. In the interim board members drive their pricey cars to work. I am a person they need to speak to and have on their board. But, this PCJPB did not want to hear about what I see-daily-on their bus and trains.

I have newspaper clippings, and written discourse on incidents in which the PCJPB has no records. The PJCPB would not give me five minutes to speak when they spent and extra forty minutes in conference, hiding with overtime. In an empty hall, their absolute denial of the event was stunning. I was not asked one question.

If there is a criminal trial-with Allmon-which I am hoping for, I will testify in it. My medical bill for intensive care and surgery at Zuckerberg GH was about \$220,000, so any offer I make to PCJPB will be a multiple of this bill. I want these GUYS to understand-with fat paying jobs-and a "woke" understanding of law, we will have a court, jury, and a judge for trial. This trial court will have reporters, journalist, and the digital media They will write how Emil Lawrence-a 79-year-old senior citizens-got sliced and diced on ST. They will write how he sat on a senior seat on ST, while John Allmon attempted to kill him. They will write about Allmon pulling his knife out while the bus driver just sat there, ignoring it all.

When the PCJPB ran an advertisement for a citizen profile-this knifing victim tried to join the Citizen Review post. The board interviewed me without my own web page. At that time, I had ridden SamTrans for two years, daily. I logged over 700 rides. But, ST picked a CPA from Hewlett Packard-with a great web page. His name rhymed with an heiress in NYC, and he had no reason to ever ride ST. He drove a BMW type auto to work. My claim against ST-for damages-is 10 times the costs of my life saving surgery. At this moment, my claim for damages is 2.2 million dollars. ST will be getting off cheap. No passenger should have his life threatened while they ride, within the safety of the bus. I will request a federal investigation of the event, the attempted murder. And, I have been telling ST about their poorly trained drivers, for three years. **At this moment, my claim for damages against SamTranes is \$2.2 million dollars in pain**

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and life threatening discomfort, and suffering. Instead of riding life threatening ST, I will rejoin the San Carlos middle class, and buy a home.

At the time of the trial, I will be 80 years old. I will have the right to live in my final years, in good health, comfort, and in my own home. Under this present PCJPB, passengers cannot maintain their health riding ST.

One recent note from Charlie Kirk, a leader for Constitutional Rights who was recently assassinated. At his Turning Point USA Conferences, he personally handed copies of the US Constitution, so: We the people know what their rights and powers are. I know that ST could have stopped Allmon from his attempted homicide. For the hour I was on board, the ST bus driver just ignored him.

A man filed a suit against Tesla for the car's driving complications. The driver may have been at fault. Per contra, four years later after a trial and appeal, Tesla's damages ballooned to \$240 million. I feel, in this action, ST is at fault for letting John Allmon to continue his awesome assault-for more than one hour-on ST-without recourse from a poorly trained ST bus driver. ST had a duty to remove John Allmons, but failed to do so. ST had a duty to reprimand John Allmons but *bus-stop bus improvements like: Bus-stop benches, rain, cold and wind passenger protection, or actual side-walks leading to many bus-stops.* SamTrans poor management and duty and mismanagement and application of protocols-while collecting their fat paychecks which contribute to their expanding bureaucracy-a main principle-here-which will be just one strategy for my case, in court.

Sincerely,

Emil Lawrence



CC: PCJPB, Complaints

From: [Caltrain BOD Public Support](#)
To: andrewgard1@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Fix your alerts
Date: Thursday, November 20, 2025 3:53:01 PM

Dear Andrew Gardner,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thank you for sharing your feedback. I'm sorry for the lack of information regarding the cancellation of Train 503 yesterday. I understand how frustrating and inconvenient that can be, and I realize it affects your confidence in Caltrain's service. Your concerns are valid, and I've shared this with the appropriate team so we can work to improve communication during service disruptions. Thank you again for bringing this to our attention.

Kind regards,
Your Caltrain BOD Public Support Team

From: Andrew Gardner <andrewgard1@gmail.com>
Sent: Wednesday, November 19, 2025 2:58:50 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com)
Subject: Fix your alerts

[Some people who received this message don't often get email from andrewgard1@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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No info for the 503 train Caltrain cancellation this morning. Pretty big failure giving me lack of confidence in the ability of Caltrain to serve the public.

From: [Caltrain BOD Public Support](#)
To: evancrowe@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board@caltrain.com)
Subject: Re: please add 11:00pm northbound train departing from san jose diridon
Date: Thursday, November 20, 2025 3:58:42 PM

Dear Evan Crowe,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thank you for taking the time to share your feedback. I understand how the current late-evening schedule impacts your trips to downtown San Jose, and I'm sorry for the inconvenience you experienced after missing the 10:30 p.m. train. Your note about the demand on the 22 bus is helpful, and I appreciate you highlighting the need for an 11:00 p.m. departure as well as additional late-night service.

I've shared your comments with our scheduling team so they can review this as we continue evaluating opportunities to improve service. Thank you again for reaching out and for riding Caltrain.

Kind regards,
Your Caltrain BOD Public Support Team

From: Evan Crowe <evancrowe@gmail.com>
Sent: Wednesday, November 19, 2025 9:58:03 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: please add 11:00pm northbound train departing from san jose diridon

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Hello, I am a mountain view resident who frequently takes the caltrain for an evening to downtown san jose. It is the most convenient way to get there. However, I frequently have to cut my evening short because the caltrain does not have an 11:00 train so I have to catch the 10:30pm train. Last friday I missed the 10:30 train and had to take the 22 bus. i will note that this bus was completely full, indicating that there would be demand for a 11:00pm train. On a similar note, I think 1-2 more later trains after the 11:30pm train would also be useful. SF has trains departing as late as 12:05 and i think San Jose deserves a similar amount of service.

Thanks
Evan

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Thursday, November 20, 2025 4:46 PM
To: Board (@caltrain.com)
Subject: BSVII Project: November 2025 Construction Notice (Santa Clara Street Roadway Restoration)

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BART SILICON VALLEY
PHASE II EXTENSION PROJECT

Construction Notice



Santa Clara Street Roadway Restoration

W. Santa Clara St. between Stockton Ave./White St. and Cahill St.

Thursday, December 4, 2025, between 9 a.m. and 5 p.m.

Friday, December 5, 2025, between 9 a.m. and 3 p.m.



Construction Activities

- Roadway restoration work will take place under the Santa Clara Street Bridge.
- Engineers will clean and remove any weak or temporary road materials to ensure the area beneath is stable, then proceed with patching.
- After that, crews will pave the road to ensure it is smooth, durable, and safe for cars to drive on.

What to Expect

- Some noise may be experienced adjacent to the work area from construction equipment.
- A single westbound lane closure on W. Santa Clara Street during work activity. Trucks and equipment will only be in this lane.

Construction schedules are subject to change. Sign up for construction updates at vtabart.org/



Project Information

VTa's BART Silicon Valley Phase II Extension (Phase II Project) is a six-mile, four-station extension of BART from Berryessa / North San José Station (opened 2020) through downtown San José to the City of Santa Clara. The Phase II Project is planned to include an approximately five-mile subway, three stations with underground platforms (28th Street/Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.



Roadway Safety Tips

- Maintain a safe following distance.
- Plan ahead for your trip.
- Slow down and follow posted speed limits.
- Be aware of your surroundings.
- Pay attention to safety signs.

Have a question for us about Phase II?

Visit www.vtabart.org or email us vtabart@vtabsv.com



BART SILICON VALLEY PHASE II EXTENSION PROJECT

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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You are receiving this email because you opted in via our website.

Our mailing address is:

Valley Transportation Authority

2830 De La Cruz Blvd

1st Floor

Santa Clara, CA 95050

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From: [Evan Crowe](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: please add 11:00pm northbound train departing from san jose diridon
Date: Thursday, November 20, 2025 6:54:37 PM

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Thank you for your reply!

I will add on that I think there would be demand for later night service departing sf and sj beyond 12:05. As an example, I have taken caltrain to see a concert in SF, but had to leave early to catch the last train of the night which left at 12:05. The train had a fair amount of people on it. Events in the city can often go later than 12:05am

Thanks

Evan

On Nov 20, 2025, at 3:58 PM, Caltrain BOD Public Support
<CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Evan Crowe,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thank you for taking the time to share your feedback. I understand how the current late-evening schedule impacts your trips to downtown San Jose, and I'm sorry for the inconvenience you experienced after missing the 10:30 p.m. train. Your note about the demand on the 22 bus is helpful, and I appreciate you highlighting the need for an 11:00 p.m. departure as well as additional late-night service.

I've shared your comments with our scheduling team so they can review this as we continue evaluating opportunities to improve service. Thank you again for reaching out and for riding Caltrain.

Kind regards,

Your Caltrain BOD Public Support Team

From: Evan Crowe <evancrowe@gmail.com>
Sent: Wednesday, November 19, 2025 9:58:03 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: please add 11:00pm northbound train departing from san jose diridon

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Hello, I am a mountain view resident who frequently takes the caltrain for an evening to downtown san jose. It is the most convenient way to get there. However, I frequently have to cut my evening short because the caltrain does not have an 11:00 train so I have to catch the 10:30pm train. Last friday I missed the 10:30 train and had to take the 22 bus. i will note that this bus was completely full, indicating that there would be demand for a 11:00pm train. On a similar note, I think 1-2 more later trains after the 11:30pm train would also be useful. SF has trains departing as late as 12:05 and i think San Jose deserves a similar amount of service.

Thanks

Evan

From: [Barry Jones](#)
To: [Board \(@caltrain.com\)](#)
Subject: Problems on your trains
Date: Friday, November 21, 2025 1:16:19 PM

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I just wanted to let the board of directors know that I have filed a police report and two incident reports against a conductor on your Caltrain I peacefully ride the train all the time and never have a problem all of the conductors are so nice except for this one and you can see who it is by simply asking who is doing the incident reports Barry Jones and when you looked into the report it was read back to me I told him that he's lying about everything why don't you look at the video they didn't say anything to me so now whenever you file a complaint against somebody all they have to do is lie back and people brush it off I think you should be aware of that this conductor and the people that he work with treat the train like it's a prison they basically stock people harass people laugh at people and give people a hard time that's not the way it's supposed to go if you ride the rest of the trains the the conductors are so nice so then I had to do a new report yesterday on train 140 because he was standing right next to me the whole time trying to intimidate me after I just did a report on him then I go out after 5:00 or 6:00 and I go to Safeway and the guy is staring me down with an ugly look like he wants to kill me pretty odd just two weeks after I filed an incident report against him he just can't stay away from me why doesn't he go to the other 18 trains that are connected together and bother the people over there why does he sit at the train that I'm sitting at with my head down trying to get a little rest from a long trip I just had I even had to Google is it okay to put your head down on the Caltrain so I can think ahead not to give him something to yell at me about I really don't think you guys deserve to have an abusive thug on the train like this without telling him the proper procedure and how to treat people it's not his train he doesn't own it and he's not my boss or anybody else's boss used to be cordial and nice to everybody oh yeah he is cordial and nice up to the crackheads they all ride his train and then they simply don't have a ticket oh you'll have to get off here you don't have a ticket but when I go over by 5 minutes with one of my zones and my time was up they hold me say they're going to detain me say I'm going to pay this ticket you're going to pay pay not only is this ridiculous but it looks like discrimination if he can't get his jollies in any other way than to harass people he needs to be locked in some room to do his job and not associate with the public and if you think that I'm lying about any of my accusations about this person obviously he didn't see the body Cam that I was wearing I've learned in the past when you run into trouble with people that sometimes it's a good idea to put a camera on you now if the people that were looking into this matter actually took it seriously which they had not then he wouldn't have felt so empowered to harass me again the first time he runs into me he thinks he got away with it again thank you for your attention to this matter

From: [Haunani SanchezColeman](#)
To: [Board \(@caltrain.com\)](#)
Subject: Holiday train
Date: Saturday, November 22, 2025 10:58:12 PM

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Hello, i am really needing a miracle for my 14 year old autistic son, we tried to buy tickets the last few years and they sell out so fast!!! Please grant his wish and help me get him on this train please

We can stand we dont have to sit

We drive up from the valley just to ride your train once a month for a thing called "train day" we started when he was 4 years old

He wants to be a conductor or a train helper when he grows up and id love to be able to get him on this and possibly a tour with the drivers

Please help

Please if there is any room in your companys heart to allow us please

5304157595

Teamsanchezkidz1@icloud.com

Haunani and "Brandon" coleman is my son

Thank you and God bless

Kindly,

Mrs. Coleman

From: [Laurie Spindler](#)
To: [Board \(@caltrain.com\)](#); [Jason Baker](#); [Navdeep Dhaliwal](#)
Subject: PLEASE READ: Excessive LATE NIGHT + EARLY MORNING Train Horn Noise – Request for Compliance Review (Potrero Hill, SF)
Date: Monday, November 24, 2025 10:38:29 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, there,

My name is Laurie and I am 20+ year resident in Potrero Hill living near 16th & Mississippi Street in San Francisco, and I'm writing to ask for your help regarding very loud and lengthy late-night and early morning train horn noise (past midnight, another at 4:45am PT! And 5:45am PT!) in this residential area. This appears to be a new situation from months and years before. Our neighborhood is no longer just commercial - but is very residential with families - and it's impacting our ability to sleep and rest.

I fully understand and respect Caltrain's safety obligations, but I'm requesting the following:

1.

A compliance review to confirm that engineers operating late-night trains in this area are adhering to the FRA horn rule, including the minimum necessary decibel level and required pattern/duration.
2.

An inspection of the 16th/Mississippi crossing to ensure there are no gate or signal malfunctions that would force engineers to use their horns more aggressively.
3.

A review of any operational factors (e.g., night work, special procedures, unnecessary "courtesy horns") that may be contributing to increased horn use after 10pm.
4.

If possible, clarification on whether any temporary operational changes are causing the spike in nighttime horn sound levels and early mornings too (well past midnight, 4:45AM, and 5:45AM).

Please consider this a formal request to investigate and address any avoidable or non-

essential horn use at this location.

Thank you very much for your attention and for any updates you can share. I'm happy to provide even more detail if that's helpful.

Sincerely,

Laurie Spindler

[REDACTED]

Potrero Hill – 16th & Mississippi Area

415.370.2473

lauriespin1@gmail.com

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Monday, November 24, 2025 4:14 PM
To: Board (@caltrain.com)
Subject: VTA's BART Phase II: December 2025 Construction Update

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**BART SILICON VALLEY
PHASE II EXTENSION PROJECT**

December 2025 Construction Update



[VTA's BART Silicon Valley Phase II Extension Project's December 2025 Construction Update](#) has just been published!

Learn about upcoming construction activities around the Project site, including construction progress made in November and anticipated work in December.

Have a question for us about Phase II?

Visit www.vtabart.org or email us vtabart@vtabsv.com



**BART SILICON VALLEY
PHASE II EXTENSION PROJECT**

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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From: [Kylee Wilson](#)
To: [Board \(@caltrain.com\)](#)
Subject: Partnership with Caltrain
Date: Tuesday, November 25, 2025 6:37:57 AM

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

Hi Caltrain,

I'm Kylee, a 34 year old mom of four and the owner of Ahava Coffee in Stevensville, Montana. I grew the business by about 70% since buying it and handle most of our marketing on Instagram and Facebook at [@kyleeandcrew](#) and [@ahava.coffee](#). I homeschool my kids and balance shop life with family time so I create authentic, everyday content from the cafe, our kitchen, and local spots around town.

I bring a warm, family focused style that also works for non family campaigns. I center faith, family, coffee, and travel in my content and I can create in cafe environments, at home, or on location when travel is arranged. My typical posts currently average about 40 likes and reach around 2,500, and I am experienced at turning brand messaging into natural, story driven posts.

I love the work Caltrain does connecting communities across the Peninsula and supporting safe, accessible, and sustainable travel. I'd be excited to explore ways to showcase family-friendly commuting, station coffee spots, short day trips between San Francisco, the South Bay, and San Jose, or simple sustainable travel tips that fit both our audiences. I can create on-train and station content, cozy cafe-to-platform scenes, or short reels and stories that highlight Caltrain's reliability and community impact when travel is arranged.

Would you be open to discussing a collaboration with Caltrain and exploring ideas that fit both our audiences?

Best,
Kylee

[Instagram](#) | [Facebook](#)

From: [Dan Johnson](#)
To: [Board \(@caltrain.com\)](#)
Subject: Request to visit with delegation of IL legislators on 1/27
Date: Wednesday, November 26, 2025 9:31:09 AM

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Hi there,

I represent the High Speed Rail Alliance and we're organizing a trip with Illinois state legislators to California to learn about passenger rail improvements -- especially electrification. Your agency is the best in the country on that front.

We'd like to schedule a time to visit with you and your leadership on the early afternoon of January 27 (sorry for not a lot of flexibility...we are planning to visit Sacramento the next morning on the Capitol Corridor and then tour the Siemens plant on the 29th).

Is that possible?

Thanks
Dan

LobbyingForImprovements.com

312.933.4890

From: Kate Vasilyeva <kate@clubfugazisf.com>
Sent: Wednesday, November 26, 2025 11:00 AM
To: Board (@caltrain.com)
Subject: Partnership Inquiry for Club Fugazi Theater Show

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Hello Caltrain Marketing Team,

My name is Kate Vasilyeva , and I represent Club Fugazi, a prominent theater in San Francisco renowned for delivering unique and engaging live performances to Bay Area audiences.

We are seeking to establish a partnership with Caltrain and explore advertising opportunities to promote our latest theatrical production. Our goal is to reach Caltrain's vibrant commuter base with show information, special offers, and exciting event details that would resonate with your riders and support local arts.

I'd also like to share that we have maintained a stable and successful sponsorship partnership with the BART system for the past couple of years. Given the positive outcomes of this collaboration, we are especially excited to explore similar sponsorship opportunities with Caltrain.

Could you please connect us with the appropriate contact in your marketing or advertising department to discuss partnership packages, available advertising channels, and a potential collaboration?

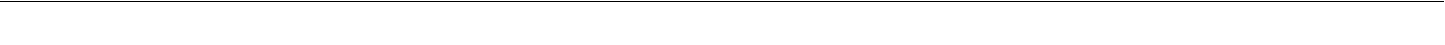
Thank you for your time and consideration. I look forward to the possibility of working together to bring the best of San Francisco theater to Caltrain audiences.

Best regards,
Kate Vasilyeva

Head of Marketing

Club Fugazi Experiences

<https://www.clubfugazisf.com/>



From: [mark.cullen](#)
To: [Board \(@caltrain.com\)](#)
Subject: Toilets not working!!!!!!!
Date: Thursday, November 27, 2025 8:21:56 PM

Some people who received this message don't often get email from markjamescullen@gmail.com. [Learn why this is important](#)

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What a horrible experience thanksgiving day on Caltrain with no working toilets, just disgraceful can you not tell customers before they board toilet is out of service. What a terrible customer service.