



JPB Board of Directors
Meeting of May 7, 2026

Correspondence as of April 10, 2026

Subject

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18. Caltrain delays and policy violations
19. Please don't ban family bikes from Caltrain!

From: [Miles Stemp](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Friday, April 3, 2026 2:37:51 PM

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Miles

Miles Stemp

miles.stemp@gmail.com

San Francisco, California 94122

From: [Cecilia Zhou](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Saturday, April 4, 2026 12:04:02 AM

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Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

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Thank you for your consideration.

Cecilia Zhou
cecilianzhou@hotmail.com

, 94131

From: [Iris Kim](#)
To: [Board \(@caltrain.com\)](#)
Subject: duplicate charge
Date: Monday, April 6, 2026 10:38:50 AM

Some people who received this message don't often get email from kimiris103@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.

Hi team,

On April 5, I boarded the Caltrain at SF station using my Credit Card. I noticed that the transaction did not go through, and rescanned at 22nd Street using my Clipper Card. I off boarded at Mountain View Station using my Clipper Card since the reader accepted my payment through Clipper Card.

Later that day, I noticed that my Credit Card was charged for the full trip to Gilroy with a total of \$12.4 while my Clipper Card was correctly charged the amount from SF to Mountain View.

Could I please get a refund for my Credit Card since it was a duplicate charge?

Thanks!
Iris

From: [Caltrain BOD Public Support](#)
To: kimiris103@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: duplicate charge
Date: Monday, April 6, 2026 12:25:08 PM

Dear Iris Kim,

Thank you for reaching out. For Clipper card fare adjustments and refund requests, we recommend contacting Clipper Customer Service directly, as they manage all card transactions and fare corrections.

You can reach them here: <https://www.clippercard.com>

They'll be able to review your trip and assist with any applicable refund.

Sincerely,

Your Caltrain BOD Public Support Team

From: Iris Kim <kimiris103@gmail.com>
Sent: Monday, April 6, 2026 10:39 AM
To: Board (@caltrain.com) <board@caltrain.com>
Subject: duplicate charge

Some people who received this message don't often get email from kimiris103@gmail.com. [Learn why this is important](#)

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Could I please get a refund for my Credit Card since it was a duplicate charge?

Thanks!

Iris

From: [Morris Gevirtz](#)
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Please don't ban family bikes from Caltrain!
Date: Monday, April 6, 2026 3:55:40 PM

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Caltrain Board of Directors,

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Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
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Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Morris Gevirtz
moegev@gmail.com

El Cerrito, California 94530

From: [Jon Spangler](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Monday, April 6, 2026 4:32:06 PM

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

Caltrain Board of Directors,

Please reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus on increasing Caltrain's bike capacity problem instead. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging. (I commuted on Caltrain with my bike many years ago and almost always used panniers to carry my lunch, spare clothing, rain gear, and other necessities.)

Excluding bicyclists who need to carry essentials like laptops, rain gear, spare tires and tools, or a change of work clothes discriminates against them (us) when you do not exclude passengers carrying backpacks, briefcases, groceries, or shopping bags.

Before implementing any ban, please seriously evaluate these alternatives:

- Add bike-carrying capacity to every train to increase Caltrain's capacity to carry more environmentally-responsible cyclists and their bikes of all types -- with panniers, fat tires, child seats, and baskets
- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or other alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what more people should do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jon Spangler
goldcoastjon@gmail.com

San Leandro, California 94578

From: [Caltrain BOD Public Support](#)
To: ryanjoliver02@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Boarding Procedure at 4th and King
Date: Tuesday, April 7, 2026 11:15:26 AM

Dear Ryan Oliver,

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 write and share your experience—we truly appreciate your thoughtful feedback and your continued ridership.

We understand your concerns regarding the boarding process at San Francisco (4th & King), particularly during peak commute hours. As you described, high passenger volumes combined with slower Clipper 2.0 reader performance can create long lines and a frustrating experience for customers and staff alike.

To provide some context, staff are currently required to check fares prior to platform entry beginning 15 minutes before departure at San Francisco Station. In some cases, due to large crowds, passengers may be allowed to board without a fare check; however, this is not standard practice. We recognize that this can result in the inconsistencies and congestion you've observed, especially close to departure time.

The issue with the new card readers has been identified, and we are actively escalating this matter to the Clipper team for further investigation and improvement. We understand how critical reliable and efficient fare validation is to the boarding experience.

Your suggestion to shift toward more consistent onboard fare inspections and reevaluate the current process is appreciated. Feedback like yours is valuable as we continue to assess the effectiveness of our procedures and explore opportunities to improve both safety and efficiency at our busiest stations.

Thank you again for your detailed input and for your patience as we work through these challenges.

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Friday, March 6, 2026 1:23 PM

To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Subject: FW: Boarding Procedure at 4th and King

From: Ryan Oliver <ryanjoliver02@gmail.com>

Sent: Friday, March 6, 2026 9:23:51 PM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com) <board@caltrain.com>

Subject: Boarding Procedure at 4th and King

Some people who received this message don't often get email from ryanjoliver02@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.

Hello Caltrain Board,

I hope this email finds you well. My name is Ryan Oliver, and I currently ride Caltrain 3 days per week between SF 4th and King and Mountain View. Prior to moving to SF, I rode from Millbrae, and prior to that I lived on the East Coast (Philadelphia), riding SEPTA commuter rail often.

In recent weeks, after the Clipper 2.0 rollout, the boarding procedure at 4th and King has become quite chaotic, and is creating a negative experience for Caltrain riders.

The current procedure seems to be having conductors check tickets at the station doors inside 4th and King. During off-peak hours, this does not become a bottleneck. But during peak commute hours, I frequently see massive lines of riders trying to board the train. Since each Clipper tap on the card reader takes 10-15 seconds, this line moves very slowly. About 3 minutes before boarding, the conductors stop checking tickets and allow everyone to walk onto the platform and board the train. This creates a mad rush of people onto the platform, many with bikes, which I believe becomes quite unsafe.

I would like to urge the board and staff to reconsider this procedure. It seems to be unique to Caltrain, and specifically to 4th and King. Most commuter rail I have ridden in my life checks tickets on board, and in a few select cases, I have seen fare gates. What is the intent of this procedure at 4th and King? If the aim is to only allow paying passengers onto the platform, this is not achieved because the conductors stop checking tickets 3 minutes before boarding.

My suggestion is to implement more regular fare checks on board, and remove the checks in the station. Right as the train departs 4th and King, conductors can immediately begin sweeping the train and checking tickets.

I realize the slow card readers and issues with the Clipper 2.0 rollout are not your fault, and want to thank you for how you have handled the issues so far. I understand that these issues are out of your control, but while we await better technology and card readers, I believe it is worth revisiting this procedure to make riding Caltrain as excellent of an experience as it should be.

Best,

Ryan

From: [Caltrain BOD Public Support](#)
To: [Irfana Khan](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area
Date: Tuesday, April 7, 2026 11:28:04 AM
Attachments: [image001.png](#)
[image327689.png](#)

Dear Irfana Khan,

Thank you for following up regarding the removal of the abandoned train.

At this time, the damaged equipment at 4th & King has been covered, and we are actively working on plans to move the equipment.

We appreciate your patience.

Thank you.

Your Caltrain BOD Public Support Team

From: Irfana Khan <ikhan@avanath.com>
Sent: Tuesday, February 17, 2026 11:49 AM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>; Camille Accarino <caccarino@brighthaven.com>
Subject: RE: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

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

ATTENTION: This email came from an external sender. Do not open attachments or click on links from email you do not expect.

Good morning,

Following up regarding the removal of the abandoned train.

Thank you.

Irfana Khan
Regional Manager

Avanath Capital
D +19495280985
W [avanath.com](#)



From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Thursday, October 23, 2025 5:32 PM
To: Irfana Khan <ikhan@avanath.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>
Subject: Re: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Dear Irfana Khan,

Thank you for your follow-up and for your patience as we work through this process.

At this time, we are still in the assessment phase with our Right of Way team. We have a legal requirement to have the locomotive and passenger cars inspected by the proper regulatory agencies before they can be transported off the property, so once we are able to schedule those inspections, we will have a better idea of a timeline for removal.

Thank you again for your continued engagement.

Best regards,
Your Caltrain BOD Public Support Team

From: Irfana Khan <ikhan@avanath.com>
Sent: Thursday, October 23, 2025 2:08 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>
Subject: RE: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

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

Good afternoon,

Thank you for your response and for forwarding my message to the Right of Way team. I appreciate your acknowledgment of the concerns raised and your commitment to

monitoring the situation.

As this matter continues to impact the surrounding community, I would be grateful if you could provide an estimated timeline for when the assessment and potential removal might take place. Understanding the expected timeframe will help us better communicate with affected residents and plan accordingly.

Thank you again for your attention to this issue. I look forward to any updates you can share.

Irfana Khan
Regional Manager

Avanath Capital
D [+19495280985](tel:+19495280985)
W avanath.com



From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Sent: Thursday, October 23, 2025 11:03 AM

To: Irfana Khan <ikhan@avanath.com>

Cc: Board (@caltrain.com) <board@caltrain.com>

Subject: Re: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Dear Irfana Khan,

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 bringing this matter to our attention and for providing detailed information and photos. We understand your concerns regarding safety, community impact, and the potential for ongoing unauthorized use of the equipment.

At this time, we do not have a confirmed timeline for removal. However, I have forwarded your report to our Right of Way team, who will assess the situation and determine the appropriate next steps.

We appreciate your patience and will continue to monitor the matter.

Kind regards,

Your Caltrain BOD Public Support Team

From: Irfana Khan <ikhan@avanath.com>

Sent: Friday, October 10, 2025 6:59:34 PM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com) <board@caltrain.com>

Cc: Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>

Subject: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Some people who received this message don't often get email from ikhan@avanath.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 Peninsula Corridor Joint Powers Board,

I am writing to formally request the removal of an abandoned and vandalized train cargo located adjacent to our residential parking area near 420 Berry Street (SF). Attached are the pictures of the car for reference.

This train car has been left unattended for an extended period and is in a visibly deteriorated and vandalized state. It presents several serious concerns:

- **Public Safety Risk:** The train car has previously been occupied by individuals experiencing homelessness. During that time, residents reported incidents of rock-throwing from the train car, resulting in damage to vehicles parked nearby.
- **Visual Blight:** The condition of the train car is unsightly and negatively impacts the appearance and perceived safety of our community.
- **Potential for Recurrence:** Its continued presence may invite further unauthorized occupation or vandalism, increasing risks to residents and property.

We respectfully request that Caltrain take immediate action to remove this abandoned equipment and secure the area to prevent future incidents.

Please confirm receipt of this complaint and advise on the timeline for resolution. If additional documentation or site details are needed, I am happy to provide them.

Thank you for your attention to this matter.

Sincerely,
Irfana Khan

Irfana Khan
Regional Manager

Avanath Capital
D +19495280985
W avanath.com

avanath+

LIFESTYLE WITHIN REACH

From: [Caltrain BOD Public Support](#)
To: miles.stemp@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Please don't ban family bikes from Caltrain!
Date: Tuesday, April 7, 2026 11:31:26 AM

Dear Miles Stemp,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to BATAC@samtrans.com

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Friday, April 3, 2026 2:37 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Please don't ban family bikes from Caltrain!

From: Miles Stemp <noreply@adv.actionnetwork.org>
Sent: Friday, April 3, 2026 9:37:38 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Please don't ban family bikes from Caltrain!

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Before implementing any ban, I ask the board to seriously evaluate these alternatives:

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Thank you for your consideration.

Miles

Miles Stemp

miles.stemp@gmail.com

San Francisco, California 94122

From: [Caltrain BOD Public Support](#)
To: cecilianzhou@hotmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Please don't ban family bikes from Caltrain!
Date: Tuesday, April 7, 2026 11:33:05 AM

Dear Cecilia Zhou,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

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Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Saturday, April 4, 2026 12:04 AM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Please don't ban family bikes from Caltrain!

From: Cecilia Zhou <noreply@adv.actionnetwork.org>
Sent: Saturday, April 4, 2026 7:03:56 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Please don't ban family bikes from Caltrain!

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I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Cecilia Zhou
cecilianzhou@hotmail.com

, 94131

From: [Caltrain BOD Public Support](#)
To: goldcoastjon@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Please don't ban family bikes from Caltrain!
Date: Tuesday, April 7, 2026 11:34:49 AM

Dear Jon Spangler,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to BATAC@samtrans.com

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Monday, April 6, 2026 4:32 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Please don't ban family bikes from Caltrain!

From: Jon Spangler <noreply@adv.actionnetwork.org>
Sent: Monday, April 6, 2026 11:32:01 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

Please reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus on increasing Caltrain's bike capacity problem instead. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging. (I commuted on Caltrain with my bike many years ago and almost always used panniers to carry my lunch, spare clothing, rain gear, and other necessities.)

Excluding bicyclists who need to carry essentials like laptops, rain gear, spare tires and tools, or a change of work clothes discriminates against them (us) when you do not exclude passengers carrying backpacks, briefcases, groceries, or shopping bags.

Before implementing any ban, please seriously evaluate these alternatives:

- Add bike-carrying capacity to every train to increase Caltrain's capacity to carry more environmentally-responsible cyclists and their bikes of all types -- with panniers, fat tires, child seats, and baskets
- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or other alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and

Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what more people should do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Jon Spangler
goldcoastjon@gmail.com

San Leandro, California 94578

From: [Caltrain BOD Public Support](#)
To: moegev@gmail.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: Please don't ban family bikes from Caltrain!
Date: Tuesday, April 7, 2026 11:36:12 AM

Morris Gevirtz,

Thank you for contacting Caltrain about the bikes-on-board rules. Caltrain is proud to carry more bikes on board than any other heavy rail system in the United States and wants all bike-riding passengers to feel comfortable using Caltrain. In addition to bikes on board, Caltrain has hundreds of secure bike parking spaces throughout the corridor, including a free bike valet in San Francisco, on-demand e-lockers available at all stations for pennies an hour, and controlled access bike rooms at select stations.

In response to concerns from cyclists regarding oversized bikes, Caltrain introduced an update to its oversized bike policy regarding devices with similarities to motorcycles. These new rules shed light on some existing rules that had not been enforced since the pandemic, including a ban on child seats and side (pannier) bags. After hearing from customers like you, Caltrain will take a step back from enforcing those rules until we have an opportunity to work with the community and create a pilot program that meets the needs of our riders.

A draft pilot program related to bikes on board will be discussed at the April 21st [Bicycle and Active Transportation Committee](#). This will be the next opportunity for the public to comment, and we welcome you to join that meeting in person or virtually. For more information on the latest updates, please visit <https://www.caltrain.com/bike-scooter-rules-update-pilot>. You can also submit a comment to BATAC@samtrans.com

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Monday, April 6, 2026 3:55 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: Please don't ban family bikes from Caltrain!

From: Morris Gevirtz <noreply@adv.actionnetwork.org>
Sent: Monday, April 6, 2026 10:55:34 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@Caltrain.com>
Subject: Please don't ban family bikes from Caltrain!

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Morris Gevirtz
moegev@gmail.com

El Cerrito, California 94530

From: [Caltrain BOD Public Support](#)
To: alex@djaxexreyes.com
Cc: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: Re: ****Honoring Manuel Reyes @ CalTrain****
Date: Tuesday, April 7, 2026 12:48:50 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Dear Alex Reyes,

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 reaching out and for sharing your heartfelt message with us, and we appreciate you taking the time to tell us about his legacy and contributions to the community.

We also want to recognize your own accomplishments and advocacy work—your dedication and perseverance are truly meaningful, and we appreciate you sharing your story with us.

At this time, we would like to thank you for your suggestion to honor your father. While we are unable to guarantee that this type of request can be accommodated, we will share your proposal with the appropriate team for review and consideration.

We appreciate your understanding, and we thank you again for reaching out.

Sincerely,

Your Caltrain BOD Public Support Team

From: Board (@caltrain.com) <board@caltrain.com>
Sent: Tuesday, March 31, 2026 3:48 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Subject: FW: ****Honoring Manuel Reyes @ CalTrain****

From: Alex Reyes <alex@djaxexreyes.com>
Sent: Tuesday, March 31, 2026 10:48:44 PM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <board@caltrain.com>; Public Comment <publiccomment@caltrain.com>
Cc: Dan Lieberman <liebermand@samtrans.com>
Subject: ****Honoring Manuel Reyes @ CalTrain****

Some people who received this message don't often get email from alex@djaxexreyes.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 everyone

How are you? I'm doing well My name is Alex Reyes I'm sending this email from Fremont CA because I want to request permission from CalTrain to honor my father by having a plaque honorary resolution naming a train etc to honor my father please allow me to explain so we can all be on the same page

My fathers name is Manuel Reyes he passed away on Apr 12 2022 to colon cancer he was an on air radio personality since 1984 but sent the past 20+ years with @ KZSF La Kaliente 1370 AM for the past he lived with his family in Fremont when my parents immigrated from Mexico back they lived for a short time in Redwood City so I hope we can honor his memory I got permission and blessing from my mother Margarita If you want to learn more click on the following link below

<http://manuelreyes.djalexreyes.com>

Listen I honestly dont know the process to to make this a reality and his legacy just want to propose this idea so I will respect the decision you will have my full and complete cooperation I have been working very hard since 2022 to get something done but was unsuccessfull my schedule is very flexible so hope to meet with leadership but I also want my legacy added allow me to explain my accomplishments

DJ Alex Reyes Entertainment celebrates 25yrs in the entertainment industry the owner Alejandro "Alex" Reyes has Cerebral Palsy (CP) but despite his disability and challenge he has defined the odds and proved that people with disabilities can die anything if they put their mind to it

Alejandro "Alex" Reyes has worked in Government he's a former councilman for the California State Council Developmental Disabilities proudly representing the Bay Area from 2022-2025 during his time in office he and the council worked on making changes including passing

**SB639 Elimination of Minimum wage for the disabled now its equal pay
AB248 Banning the offensive R word from state Law (Wish it was federalized)
Big changes to the Rehab act espacially for people with disabilities**

I want you all to please contact me to discuss the mater thanks



Alex Reyes Owner
DJ Alex Reyes Entertainment
PO Box 3396 Fremont CA 94536

City of Fremont CA Business Lic# 085869

Cell: 510-754-5383 Email alex@djaxexreyes.com

Website www.djaxexreyes.com

Follow DJ Alex Reyes Entertainment on



@djaxexreyesent



BOARD OF DIRECTORS 2026

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EXECUTIVE DIRECTOR

April 7, 2026

Orlando Nell
10 Martin Ln
Woodside CA 94062-3666

Dear Orlando Nell,

Thank you for your thoughtful and detailed feedback—we truly appreciate you taking the time to share your experience as a rider during this important transition to electrified service. We value your insights regarding bike policies, onboard design, and system performance. Your concerns about the proposed restrictions on certain types of bicycles and the importance of supporting riders who rely on them for daily travel are well noted. We also appreciate your suggestions around improving bike and scooter space utilization, including potential modifications to seating and storage configurations.

Additionally, we understand your concerns about the onboard environment, including the volume and tone of door alarms, as well as the reliability of passenger information systems. Feedback about inaccurate announcements, screen errors, and audio clarity is especially important, as these directly impact the rider experience.

Your comments will be shared with the appropriate teams for review as we continue refining both our policies and the new trainsets. Input like yours helps us identify areas for improvement and work toward delivering a more reliable and comfortable service for all customers.

Thank you again for your continued support and for helping us improve Caltrain.

Sincerely,
Your Caltrain BOD Public Support Team

PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Avenue
San Carlos, CA 94070-1306 (650) 508-6200

From: [Irfana Khan](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#); [Camille Accarino](#); [Dayami Reyes](#); [Leah Jones](#); [Amy Jones](#); [Ellen Guccione](#); [Nicole Gray](#)
Subject: RE: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area
Date: Wednesday, April 8, 2026 12:00:13 AM
Attachments: [image001.png](#)
[image528164.png](#)

Some people who received this message don't often get email from ikhan@avanath.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.

Hi,

Thank you for the update. We appreciate the information and your continued efforts to address the damaged equipment at 4th & King.

Please let us know if you are able to share an estimated timeline for the removal, as we continue to receive inquiries regarding the status.

We appreciate your attention to this matter and look forward to further updates as plans progress.

Best Regards,

Irfana Khan
Regional Manager

Avanath Capital
P 949-528-0985
W [avanath.com](#)



From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Tuesday, April 7, 2026 11:28 AM
To: Irfana Khan <ikhan@avanath.com>
Cc: Board (@caltrain.com) <board@caltrain.com>
Subject: Re: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Dear Irfana Khan,

Thank you for following up regarding the removal of the abandoned train.

At this time, the damaged equipment at 4th & King has been covered, and we are actively working on plans to move the equipment.

We appreciate your patience.

Thank you.

Your Caltrain BOD Public Support Team

From: Irfana Khan <ikhan@avanath.com>

Sent: Tuesday, February 17, 2026 11:49 AM

To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>

Cc: Board (@caltrain.com) <board@caltrain.com>; Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>; Camille Accarino <caccarino@brighthaven.com>

Subject: RE: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

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

Good morning,

Following up regarding the removal of the abandoned train.

Thank you.

Irfana Khan
Regional Manager

Avanath Capital
☎ [+19495280985](tel:+19495280985)
w avanath.com

avanath+
LIFESTYLE WITHIN REACH

From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Thursday, October 23, 2025 5:32 PM
To: Irfana Khan <ikhan@avanath.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>
Subject: Re: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Dear Irfana Khan,

Thank you for your follow-up and for your patience as we work through this process.

At this time, we are still in the assessment phase with our Right of Way team. We have a legal requirement to have the locomotive and passenger cars inspected by the proper regulatory agencies before they can be transported off the property, so once we are able to schedule those inspections, we will have a better idea of a timeline for removal.

Thank you again for your continued engagement.

Best regards,
Your Caltrain BOD Public Support Team

From: Irfana Khan <ikhan@avanath.com>
Sent: Thursday, October 23, 2025 2:08 PM
To: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Cc: Board (@caltrain.com) <board@caltrain.com>; Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>
Subject: RE: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

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

Good afternoon,

Thank you for your response and for forwarding my message to the Right of Way team. I appreciate your acknowledgment of the concerns raised and your commitment to monitoring the situation.

As this matter continues to impact the surrounding community, I would be grateful if you could provide an estimated timeline for when the assessment and potential removal might take place. Understanding the expected timeframe will help us better communicate with affected residents and plan accordingly.

Thank you again for your attention to this issue. I look forward to any updates you can share.

Irfana Khan
Regional Manager

Avanath Capital
D +19495280985
W avanath.com



From: Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>
Sent: Thursday, October 23, 2025 11:03 AM
To: Irfana Khan <ikh@avanath.com>
Cc: Board (@caltrain.com) <board@caltrain.com>
Subject: Re: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Dear Irfana Khan,

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 bringing this matter to our attention and for providing detailed information and photos. We understand your concerns regarding safety, community impact, and the potential for ongoing unauthorized use of the equipment.

At this time, we do not have a confirmed timeline for removal. However, I have forwarded your report to our Right of Way team, who will assess the situation and determine the appropriate next steps.

We appreciate your patience and will continue to monitor the matter.

Kind regards,

Your Caltrain BOD Public Support Team

From: Irfana Khan <ikhan@avanath.com>

Sent: Friday, October 10, 2025 6:59:34 PM (UTC+00:00) Monrovia, Reykjavik

To: Board (@caltrain.com) <board@caltrain.com>

Cc: Kelly McBride <kmcbride@avanath.com>; Leonardo Caminero <LCaminero@avanath.com>; Ellen Guccione <eguccione@Avanath.com>; Nicole Gray <NGray@avanath.com>

Subject: Request for Immediate Removal of Abandoned Train Cargo Near Residential Parking Area

Some people who received this message don't often get email from ikhan@avanath.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 Peninsula Corridor Joint Powers Board,

I am writing to formally request the removal of an abandoned and vandalized train cargo located adjacent to our residential parking area near 420 Berry Street (SF). Attached are the pictures of the car for reference.

This train car has been left unattended for an extended period and is in a visibly deteriorated and vandalized state. It presents several serious concerns:

- **Public Safety Risk:** The train car has previously been occupied by individuals experiencing homelessness. During that time, residents reported incidents of rock-throwing from the train car, resulting in damage to vehicles parked nearby.
- **Visual Blight:** The condition of the train car is unsightly and negatively impacts the appearance and perceived safety of our community.
- **Potential for Recurrence:** Its continued presence may invite further unauthorized occupation or vandalism, increasing risks to residents and property.

We respectfully request that Caltrain take immediate action to remove this abandoned equipment and secure the area to prevent future incidents.

Please confirm receipt of this complaint and advise on the timeline for resolution. If additional documentation or site details are needed, I am happy to provide them.

Thank you for your attention to this matter.

Sincerely,
Irfana Khan

Irfana Khan
Regional Manager

Avanath Capital
D [+19495280985](tel:+19495280985)
W avanath.com

avanath+
LIFESTYLE WITHIN REACH

From: [Rosebay Abad](#)
To: [Board \(@caltrain.com\)](#)
Cc: [Customer Service](#)
Subject: San Jose Diridon station_Pedestrian lane
Date: Wednesday, April 8, 2026 6:40:12 AM

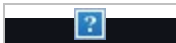
Some people who received this message don't often get email from rabad0601@gmail.com. [Learn why this is important](#)

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

Hello and good morning!

I would like to request a serious urgent safety assessment of the pedestrian crossing shown in the attached edited photo, to see clearly (front area of Diridon station, across the parking spots).

Due to poor lighting during night and early morning hours, this area is hazardous, and I recently had a near-miss incident with a vehicle. This spot is a significant safety risk, and I urge the city to take action to enhance pedestrian visibility before a serious injury occurs.



Thank you !

Sincerely,
Rosebay
Sent from iPhone. Please excuse any typos

From: [Peter Rigano](#)
To: [Board \(@caltrain.com\)](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Concerns Regarding Boarding Process at 4th & King Station
Date: Wednesday, April 8, 2026 8:34:35 AM

Some people who received this message don't often get email from peter.rigano@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 Members of the Caltrain Board and CAC,

I am writing to express my dissatisfaction with the current boarding process at the San Francisco 4th and King station.

I have been a regular Caltrain rider for over 16 years, and this appears to be a recent change that has significantly degraded the boarding experience during peak morning hours.

I typically ride the 510 Express in the morning. The practice of having only two conductors check tickets at the platform entrance is inadequate for the volume of passengers boarding a rush-hour train. As a result, a line frequently forms across the length of the station. This morning, when I arrived at 8:12 AM, the line was already spilling out onto the sidewalk on King Street.

In practice, this process is also ineffective. Approximately five minutes before departure, conductors stop checking tickets and allow all remaining passengers to board in order to avoid delaying the train or leaving riders behind. This creates a bottleneck that is both frustrating for passengers and operationally inconsistent, as the ticket-checking step is ultimately abandoned.

This approach also differs from boarding procedures at other stations, adding to the confusion and inconsistency for regular riders.

I encourage you to reevaluate this process and consider more efficient boarding procedures that better reflect peak demand and improve the passenger experience at this critical terminal station.

Thank you for your time and attention to this matter.

Best regards,
Peter Rigano

From: [Janak J Parekh](#)
To: [Board \(@caltrain.com\)](#)
Subject: Caltrain delays and policy violations
Date: Wednesday, April 8, 2026 11:11:51 AM

Some people who received this message don't often get email from janakj@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.

To whom it may concern,

I use Caltrain for my commute 5 days a week (between San Jose and Sunnyvale and/or SF), and have found the EMU launch to be a huge improvement for my commute, but within the last month (starting in March) there has been a significant and severe regression in EMU operational reliability. I urge you to ask the Caltrain staff what is the time to resolution of these issues and corresponding policy violations, and communicate to customers. In particular:

- Caltrain limited and express EMUs have been held late *beyond stated policy* for late South County trains. For example, trains 507 and 511 have frequently been delayed >5 minutes waiting for the late connector. This is directly against published policy on their website (<https://www.caltrain.com/southcountyconnector>) which states the latest these trains will be held is 2 min. Conductors nor Caltrain have offered any explanation or an ETA to resolution, and this is more severe now due to recurring SCC delays.
- This has been compounded by a marked increase in sudden e-braking issues over the last month. I'm aware this was a huge problem in late 2024, then Wabtec installed a software update to resolve this, but I've personally experienced a sharp uptick in e-brake issues that add approximately 10m delays to a train.
- Finally, I have seen repeated delays through the Burlingame/San Mateo area due to signaling and/or gate crossing issues. It seems to happen at least once a week.

The reason I am writing now is because I am seeing a recurring pattern. In the mornings, I usually take train 511 scheduled to depart San Jose at 8:22am. **Twice** this week, the train left San Jose >5 minutes late (waiting for the SCC) and immediately suffered e-braking in the Santa Clara area. Thus, due to the policy violation, we had a compounded delay problem, where we started with a ~7m delay that suddenly became 17m. **Both** of these issues happened both Monday and Wednesday this week!

Importantly, this express is full of workers that need to get to their jobs at around 9am. A recurring 15+ minute delay on this particular run is extremely painful. While I understand the e-braking is beyond individual conductors' control, the wait for the SCC *is*, and either way, Caltrain owes its riders an explanation of when this will be fixed, lest riders give up and drive, and/or develop a negative perception towards Caltrain with the ballot measure impending this fall.

Thank you for your consideration,

—Janak Parekh

From: [Morris Gevirtz](#)
To: [Board \(@caltrain.com\)](#)
Subject: Please don't ban family bikes from Caltrain!
Date: Wednesday, April 8, 2026 11:59:50 AM

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

Caltrain Board of Directors,

I'm writing to urge you to reconsider the proposed bicycle policy that would ban bikes with fat tires, child seats, cargo attachments, baskets, and panniers from Caltrain trains.

I understand that bike car crowding during peak commute hours is a real problem, and I ask that you focus solutions just on that problem. A blanket ban on these bike types is the wrong approach. It would force parents who drop children off at school before commuting to choose between their family's morning routine and their train. It would exclude riders who carry tools, food, or equipment by bike. These are not fringe cases. They represent exactly the kind of multimodal, sustainable transportation choices Caltrain should be encouraging.

Before implementing any ban, I ask the board to seriously evaluate these alternatives:

- Targeted restrictions: Apply the restrictions to the most crowded peak hour express trains — not every service on the line. Evaluate the policy after 6 months to see how it's working and adjust if necessary.
- Off-peak access for all bikes: Allow all family bikes and bikes with attachments on off-peak trains.
- Real-time capacity data: Give riders the tools to make informed decisions by publishing bike car availability and bike bumps so they can choose a less crowded train or an alternative
- Promote existing alternatives: Invest in outreach for BikeLink lockers at origin stations and Baywheels trips for riders who have that option — freeing up bike car space for those who don't

Parents who bike their kids to school and then commute to work are doing exactly what we should want more people to do: using sustainable, human-powered transportation integrated with transit. A policy that penalizes them for it sends the wrong message.

I urge you to delay any vote on this proposal until these alternatives have been fully evaluated and presented to the public. Caltrain riders deserve space for bikes, no matter how they get around. Please provide flexibility when possible to allow for the greatest benefit for the most people.

Thank you for your consideration.

Morris Gevirtz
moegev@gmail.com

El Cerrito, California 94530