



JPB Board of Directors  
Meeting of August 6, 2026

Correspondence as of June 18, 2026

- | #   | <u>Subject</u>   |
|-----|--|
| 1.  | Notice of Preparation of an EIR pursuant to the California Environmental Quality Act (CEQA)-<br>Santa Clara Station Area Specific Plan |
| 2.  | Tickets Available Now! SJSV Chamber Annual BBQ – August 20   |
| 3.  | Ongoing Diesel Locomotive Idling at San Jose Diridon Station - Coupled to Amtrak Trains This<br>Week                                   |
| 4.  | Weekly 411 City News for June 15   |
| 5.  | RE: 40-79901-343/DIR Project# 121501   |
| 6.  | RE: Inquiry: Status of the BEMU Demonstration Project – <i>Staff Response</i>  |
| 7.  | Re: Inquiry: Status of the BEMU Demonstration Project  |
| 8.  | Re: Concern – <i>Staff Response</i>  |
| 9.  | Quiet Car Pilot: Please Commit to a Timeline   |
| 10. | Pedestrian Safety Concern – Burlingame Avenue Caltrain Crossing – June 16, 2026  |
| 11. | Re: Quiet Car Pilot: Please Commit to a Timeline – <i>Staff Response</i>   |
| 12. | RE: Pedestrian Safety Concern – Burlingame Avenue Caltrain Crossing – June 16, 2026 – <i>Staff<br/>Response</i>                        |
| 13. | Re: 4 bad experiences in 6 months – <i>Staff Response</i>  |

**From:** [Elizabeth Elliott](#)  
**To:** [Elizabeth Elliott](#)  
**Cc:** [Rebecca Bustos](#)  
**Subject:** Notice of Preparation of an EIR pursuant to the California Environmental Quality Act (CEQA)- Santa Clara Station Area Specific Plan  
**Date:** Thursday, June 11, 2026 3:24:15 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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

Good Afternoon,

*You are receiving this email because you are listed as a contact to receive CEQA notifications from the City of Santa Clara.*

As authorized by the City of Santa Clara as a Lead Agency, the City hereby provides a **30-day public review period** for a Notice of Preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for Project title: Santa Clara Station Area Specific Plan (SCSASP). The NOP for this project is available on [the City's website](#).

#### **PUBLIC COMMENT PERIOD**

Comments may be filed with the City in response to the NOP within the 30-day review period between Friday, June 12, 2026 and Monday, July 13, 2026, pursuant to Section 15082 of the CEQA Guidelines. Written comments for the project EIR scope and content will be accepted if they are received by 5:00 PM on Monday, July 13, 2026.

#### **NOTICE OF PUBLIC SCOPING MEETING**

In addition to providing written notice, you may attend the virtual Scoping Meeting that is scheduled for Monday, June 29, 2026 from 6:00 PM to 7:30 PM. This session includes a presentation on the project description and will provide an opportunity for agencies and the public to identify issues that they wish to see addressed in the EIR analysis

#### **Meeting Details:**

Zoom Webinar

<https://santaclaraca.zoom.us/j/89366678301>

Webinar ID: 893 6667 8301

Thank you,

**Elizabeth Elliott** | Staff Aide II  
Community Development Department | Planning Division  
1500 Warburton Avenue | Santa Clara, CA 95050

O: 408.615.2450 | D: 408.615.2474

[www.SantaClaraCA.gov](http://www.SantaClaraCA.gov)

**From:** [SAN JOSE CHAMBER](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Tickets Available Now! SJSV Chamber Annual BBQ – August 20  
**Date:** Thursday, June 11, 2026 4:45:57 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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

To: Caltrain Board of Directors

On behalf of Leah Toeniskoetter, President & CEO of the San Jose Silicon Valley Chamber of Commerce, we hope you will join us for the **Annual SJSV Chamber BBQ** – a summer tradition that brings our business community together for an evening of great food, connection, and celebration of the community that makes San Jose truly remarkable.

**Thursday, August 20**

**5:00 – 8:00 PM**

**History Park San Jose**

Tickets may be purchased at [Annual Chamber BBQ, 2026 - Event Registration](#)

Attire is business casual as this is an outdoor event. Tables are located on a grassy lawn and the weather will likely be warm.

We look forward to seeing you there!



[info@sjchamber.com](mailto:info@sjchamber.com)

[www.sjchamber.com](http://www.sjchamber.com)

101 W. Santa Clara Street

San Jose, CA 95113



**From:** [payal sinha](#)  
**To:** [Customer Service](#); [Board \(@caltrain.com\)](#)  
**Subject:** Ongoing Diesel Locomotive Idling at San Jose Diridon Station - Coupled to Amtrak Trains This Week  
**Date:** Friday, June 12, 2026 1:44:40 PM  
**Attachments:** [IMG\\_6894 \(2\).HEIC](#)

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

To Whom It May Concern,

I am writing to formally raise a concern about diesel locomotives idling at San Jose Diridon Station that are coupled to Amtrak trains (see attached photo). These appear to be the same older Caltrain diesel engines that were supposed to be retired or removed from service as part of Caltrain's transition from diesel to electric operations. I have attached the video, which is live noise.

This should not be happening. The entire point of electrification was to eliminate exactly this kind of impact on the community. During the transition period, our community already experienced prolonged idling of these diesel units, along with the resulting noise, exhaust, and air quality impacts, and that situation went unaddressed for nearly eight months despite concerns being raised. Now it appears to be happening again, and I would like to understand what I'm missing.

Why are these older diesel locomotives, which should have been dismantled or retired following Caltrain's electrification, currently in service and idling at Diridon Station?

Here's the video of train NOISE.



IMG\_6902.mov

This has been continuous for the past three days. The locomotive is idling roughly every three minutes for hours at a time, and I genuinely do not understand how this is happening again after the issues we already went through. It feels like no consideration is being given to the community living near this station.

What outreach or communication process is in place to notify the surrounding community when situations like this occur, and why were residents not notified in advance this time, as should have happened given our prior experience?

I would appreciate a substantive response addressing why this is occurring, how long it is expected to continue, and what is being done to mitigate the noise and air quality impact on nearby residents in the meantime. I am also filing a complaint with the Bay Area Air Quality Management District regarding the idling, given the state's anti-idling regulations.

I look forward to your response.

--

Regards,  
Payal Sinha



BIKE ROUTE



AHEAD

Caltrain

922

← To San Francisco  
To San Jose/Gilroy →

MUST HAVE A  
VALID CALTRAIN  
TICKET BEFORE  
BOARDING

San Jose

Track No. 9

San Jose

Track No. 9

← To San Francisco  
To San Jose/Gilroy →

MUST HAVE A  
VALID CALTRAIN  
TICKET BEFORE  
BOARDING





ain™

Information



← Ramp to Station

← To San Francisco  
To San Jose/Gilroy →

 MUST HAVE A  
VALID CALTRAIN  
TICKET BEFORE  
BOARDING

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**From:** City of Morgan Hill <pio@morganhill.ca.gov>  
**Sent:** Monday, June 15, 2026 6:01 AM  
**To:** Board (@caltrain.com)  
**Subject:** Weekly 411 City News for June 15

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



**Week of June 15, 2026**

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**Are You Thinking About Starting or Expanding a Business?**  
Open House, Tuesday, June 23, 6 p.m. - 8 p.m.  
Morgan Hill Adult School, 17960 Monterey Road



The City is excited to host a series of free business classes, workshops, and consulting services in English and Spanish to support future and existing small business owners. View [program details](#) for dates and contact info.



Workshop options include business preparation, financial literacy courses, entrepreneurship, and food entrepreneurship specialty cohorts. Sign up with the City's program partner, the [Renaissance Entrepreneurship Center](#).

## City Government Engagement



### Parks and Recreation Commission Meeting

Tuesday, June 16, 7 p.m.

The Parks and Recreation Commission meetings are held in person at the City Council Chamber Building, 17555 Peak Avenue. The meeting [agenda and materials](#) are available.

### Connecting the Community: Grants to Improve Our Roadways

The City is applying for grants for local infrastructure upgrades and is requesting community feedback on proposed roadway improvements. We invite residents to share their input regarding pedestrian and bicycle accessibility, tree canopy expansion, and other key safety enhancements.

Share your input at the Parks and Recreation Commission meeting. Visit [our website](#) for more information and additional opportunities to share your input.

### Morgan Hill City Council Meeting

Wednesday, June 17, 6 p.m.

City Council conducts in-person meetings with the option to participate virtually:

- City Council Chamber Building, 17555 Peak Avenue
- <https://bit.ly/MHCityCouncilMeeting> or call 669-900-9128, then enter the meeting ID: 873 3200 8380
- Meeting [agenda and materials](#)



## Twilight Market Summer Kickoff

Thursday, June 18, 4:30 - 7:30 p.m.

[Shop, dine, and support](#) over 30 small business vendors on 3rd Street in Downtown, which will be closed to traffic for the evening. Enjoy live music and interactive booths, including the City's Planning team who will be sharing info about the [Downtown Specific Plan](#) update process.



## Centennial Recreation Center: Late Night Gym

Next: Saturday, June 20, 4:30 p.m. - 8:30 p.m.

The City is partnering with the South County Youth Task Force, Morgan Hill Unified School District, and Catholic Charities to host a weekly, free program on Saturday evenings for students in grades 6-12 at the Centennial Recreation Center, 171 W. Edmundson Ave.

The program offers video games, board games, basketball, homework help, and an activity. View the [Late Night Gym](#) flyer.

## Celebrating Fourth of July in Morgan Hill

### Road Closures Impacting July 3 and 4

Morgan Hill's annual Freedom Fest celebration is just around the corner on July 3 and 4! As you plan your holiday, please be aware of upcoming road closures due to both event festivities and ongoing construction closures along Hale and Wright Avenues.

Significant traffic delays are expected throughout town. We recommend planning ahead, allowing extra travel time, and using alternate routes whenever possible. Please drive safely! Additional details can be found on the [Morgan Hill Freedom Fest website](#) or view real-time information on the [Freedom Fest Facebook Page](#).

## Are you interested in running for local office and serving Morgan Hill?

### Nomination Period is July 13 through August 7

The Mayor and Council Members for Districts B and D will be up for election in the November 3, 2026, general election.



The nomination period—when you can "pull papers" to run for office—is open between Monday, July 13, and Friday, August 7. To get started, schedule an appointment on the City's [website](#) or [email the City Clerk's Office](#).

You can learn more about the process and who can [Run for Office](#) on the City's website.

## Centennial Recreation Senior Center Volunteers Needed

There are two opportunities to support and connect with local seniors:

- Volunteer drivers needed to help transport seniors to appointments and errands within the Morgan Hill area. Volunteers use their own vehicles.
- Senior Center Welcome Desk: volunteer duties include answering phone calls, assisting participants, giving tours of the center, minor computer work, and helping with daily tasks. Flexible volunteer shift options are available: between 8:45 a.m. and 12 p.m. or 12 p.m. and 3 p.m.

For more information, contact Ann Pember, [ann.pember@morganhill.ca.gov](mailto:ann.pember@morganhill.ca.gov), or stop by the [Senior Center](#), 171 W. Edmundson Ave., Monday through Friday, 9 a.m. - 3 p.m.



## Summer Fun with Parks & Recreation!

[Registration is still open](#) for swim lessons, summer camps, and adaptive special events!

Plus, there is the [Downtown Splash Pad](#) at the Community & Cultural Center and a [mini golf course](#) at the Aquatics Center.



Enjoy a fun-filled summer with the Summer Access Pass, which grants access to the Aquatics Center and Centennial Recreation Center through September 6. [View pass details](#), including rates and how to purchase.

And save the date for [Parks & Rec activities in July!](#)

## Community Corner

### Recall Notice: Grapevine Plants Purchased at Costco Infested with Glassy-Winged Sharpshooter

The County's Division of Agriculture is working closely with Costco and the CA Department of Food and Agriculture to investigate a plant infestation. We ask residents who have purchased grape plants from Costco on April 21 or later to isolate them from other plant material, and immediately contact us to schedule an inspection of the plants. Contact info: 408-918-4600 or [SCC.Agriculture@cep.sccgov.org](mailto:SCC.Agriculture@cep.sccgov.org).



[Recall Info & What You May Need To Do](#)

**STANFORD  
BLOOD CENTER**



**Stanford Blood Center  
Mobile Blood Donation Drive  
Monday, June 15, 2 - 6 p.m.**

Select a Time Slot



**Summer Family Film Fest  
\$5 Tickets with Junior Popcorn & Drink  
Starts Wed., June 17, 10 a.m.**

Summer Schedule &  
Info



**UC Master Gardeners @ Library  
Summer Fruit Tree Care  
Wednesday, June 17, 7 - 8 p.m.**

Event Info



**Chamber of Commerce  
Friday Night Music Summer Series  
Next: Friday, June 19, 5:30 p.m.**

Concert Series Info



**South Valley Civic Theatre  
Groundhog Day The Musical  
Show Opens Saturday, June 20**

Show Info & Tickets



**Boots & Brews  
Country Music Festival  
Saturday, June 20, 3 - 10 p.m.**

Tickets & Info



**Open Space Authority  
Summer Solstice Celebration  
Sunday, June 21, 11 a.m. - 2 p.m.**

[Event Info](#)



**Library: Teen Safety Driving Course  
Tuesday, June 23, 5:30 - 7:30 p.m.**

[Course Info](#)

**VISIT  
MORGAN HILL**

**Visit Morgan Hill  
Hiring: Executive Director**

[Apply Today!](#)



**Library's Summer Reading Fun!  
Programs in June & July**

[Programs & Prizes](#)

View the City's [Community Calendar](#) for more local activities scheduled in June.

## Your Morgan Hill



### City Hall Office Hours

The Civic Center area buildings are open to the public: Monday through Friday, 8 a.m. - 5 p.m.

[Email Communication](#)

### Elected Officials

#### City Council

- Mayor, [Mark Turner](#)
- District A, [Miriam Vega](#)
- District B, [Yvonne Martínez Beltrán](#)
- District C, [Soraida Iwanaga](#)
- District D, [Marilyn Librers](#), Mayor Pro Tem

#### [City Council Districts](#)

#### County Supervisor District 1:

[Sylvia Arenas](#)

[Sign Up](#) for a Range of Topics

**Social Media**

[Facebook](#), [Instagram](#), [LinkedIn](#),  
and [Nextdoor](#)

**Job Opportunities with the City**

[Current Openings](#)

**California State Assembly District 28:**

Including Morgan Hill: [Gail Pellerin](#)

**California State Assembly District 29:**

Including San Martin: [Robert Rivas](#)

**California State Senate District 15:**

[Dave Cortese](#)

**U.S. Congressional District 18:**

[Zoe Lofgren](#)

**U.S. Senators Representing California:**

[Alex Padilla](#) and [Adam B. Schiff](#)

**City Commissions:**

- [Library, Culture, and Arts](#)
- [Parks and Recreation](#)
- [Planning](#)

**City Advisory Committees:**

- [Senior Advisory Committee](#)
- [Youth Action Council](#)

City of Morgan Hill | 17575 Peak Avenue | Morgan Hill, CA 95037 US

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**From:** [Roberts, Breanna@DIR](mailto:Roberts_Breanna@DIR)  
**To:** [Jason Dayvault](mailto:Jason.Dayvault)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: 40-79901-343/DIR Project# 121501  
**Date:** Monday, June 15, 2026 1:43:56 PM

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Hello Jason,

Thank you for your prompt attention in this matter. Have a wonderful day.

**\*\*\*Due to a high volume of emails, please reference case number or project name in the subject line\*\*\***

Your time and cooperation is greatly appreciated.

Please do not hesitate to contact me with any questions or concerns.

Respectfully,

**Breanna Roberts**  
**Deputy Labor Commissioner I**  
**California Labor Commissioner's Office**  
**Public Works Unit**  
**Office: (916) 263-6702 Direct: (510) 725-1689**  
**Fax: (916) 263-2906**

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**From:** Jason Dayvault <[DayvaultJ@caltrain.com](mailto:DayvaultJ@caltrain.com)>  
**Sent:** Monday, June 15, 2026 10:52 AM  
**To:** Roberts, Breanna@DIR <[BRoberts@dir.ca.gov](mailto:BRoberts@dir.ca.gov)>  
**Cc:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** RE: 40-79901-343/DIR Project# 121501

**CAUTION: [External Email]**

This email originated from outside of our DIR organization. Do not click links or open attachments unless you recognize the sender and know the content is expected and is safe. If in doubt reach out and check with the sender by phone.

Hi Breanna,

Thanks very much for reaching out.

I've forwarded your inquiry to the appropriate contacts internally at Caltrain who can advise on the correct answer. We will investigate and get back to you soon.

All the best,

Jason

**Jason Dayvault, Business Operations Project Manager** (he/him)  
166 N Rollins Rd, Millbrae, CA 94030  
Cell: 650.730.7415 | Email: [dayvaultj@caltrain.com](mailto:dayvaultj@caltrain.com)  
Website: [Caltrain](https://www.caltrain.com)

Caltrain logo with Safety Tagline

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**From:** Roberts, Breanna@DIR <BRoberts@dir.ca.gov>

**Sent:** Monday, June 15, 2026 10:45 AM

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

**Subject:** 40-79901-343/DIR Project# 121501

**Importance:** High

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Good morning,

Please confirm if this project has been completed. If appears based on the certified payroll submissions it is still ongoing. If completed, please provide a date of acceptance and/or recorded notice of completion. We initially received a date of acceptance of 12/20/24 which does not appear to be accurate, thank you.

**\*\*\*Due to a high volume of emails, please reference case number or project name in the subject line\*\*\***

Your time and cooperation is greatly appreciated.

Please do not hesitate to contact me with any questions or concerns.

Respectfully,

**Breanna Roberts**  
**Deputy Labor Commissioner I**  
**California Labor Commissioner's Office**  
**Public Works Unit**  
**Office: (916) 263-6702 Direct: (510) 725-1689**  
**Fax: (916) 263-2906**

**From:** [Brent Tietjen](#)  
**To:** [widdowson@gmail.com](mailto:widdowson@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** RE: Inquiry: Status of the BEMU Demonstration Project  
**Date:** Tuesday, June 16, 2026 12:16:28 PM  
**Attachments:** [AMP 10 - Receive Update on Battery Electric Multiple Unit BEMU Project \(1\).pdf](#)  
[BEMU May Report.pdf](#)

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Hi Andrew,

Thank you for reaching out about the Caltrain BEMU Project.

The Project Team presented the attached information to the Caltrain Board in Late May. I believe these two documents will answer your questions as it has a full schedule status of the project, including manufacturing, testing, and final acceptance dates.

Thanks,  
Brent Tietjen

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**From:** Andrew Widdowson <[widdowson@gmail.com](mailto:widdowson@gmail.com)>  
**Sent:** Wednesday, June 3, 2026 10:34 PM  
**To:** Board (@caltrain.com) <[board@caltrain.com](mailto:board@caltrain.com)>  
**Subject:** Inquiry: Status of the BEMU Demonstration Project

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

Dear Caltrain Board and Staff,

I'm writing to ask for an update on the Battery-Electric Multiple Unit (BEMU) demonstration project — the four-car Stadler trainset funded through the \$80 million CalSTA award for zero-emission service on the Tamien–Gilroy segment.

Specifically, I'd appreciate any information you can share on:

1. The current manufacturing status of the trainset and its expected delivery date.
2. The status of dynamic and type testing (including any work planned at the Transportation Test Center in Pueblo, Colorado).
3. Progress on FRA review and certification for passenger use, given this would be the

first bi-level BEMU certified in the U.S.

4. The current projected in-service date for the demonstration on the Tamien–Gilroy corridor.

If this would be better directed to the capital projects or rolling stock team, I'd be grateful if you could forward it accordingly.

Thank you for your time, and for the work on bringing zero-emission service to the corridor.

Best regards,  
Andrew Widdowson  
Morgan Hill, CA

***Receive Update on  
Battery Electric  
Multiple Unit  
(BEMU) Project***

**JPB AMP Committee  
May 27, 2026**



# Battery-Electric Multiple Unit (BEMU)

- First US Major Passenger Rail BEMU Deployment
- Achieving Zero Emission, Decarbonization Policy
- Extend Electric Service beyond Wired Territory using on-board Battery
- First of Kind Bi-level Battery KISS in the World
- It is a National Demonstration Project



# BEMU Overview Continued

- Order is for one, four-car trainset
- Pilot program use case: Service from San Jose to Gilroy
- Demonstration program use case: San Jose to Salinas
- Initial Maximum Authorized Speed (MAS) will be 79 mph
- Designed/tested for up to 110 mph



# Location

- Tamien to Gilroy (off wire): 28 miles
- San Jose to Salinas: 68 miles



# BEMU: Trainset

Battery B  
(BB)-car

C-car

D-car

A-car



Power Car

Restroom Car

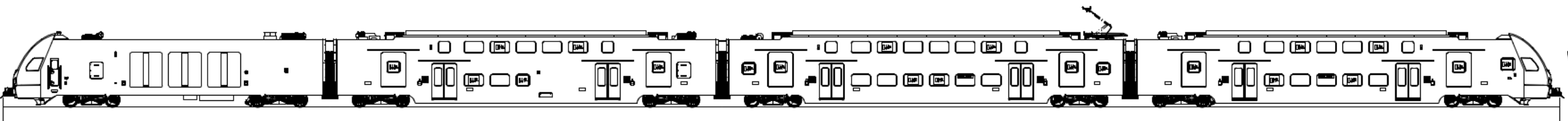
Bike Car

Cab Car

- BEMU Cars A, C, and D identical to EMU cars

# BEMU: BB-Car Cab

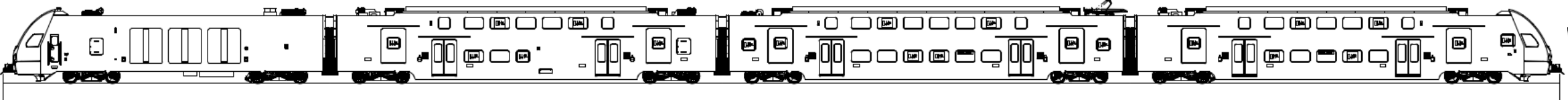
- Cab will be the same as EMU cab, except for:
  - Side doors for cab access
  - Console additions:
    1. Power source selector switch
    2. Battery cutoff pushbutton



# BEMU: BB-Car Cab

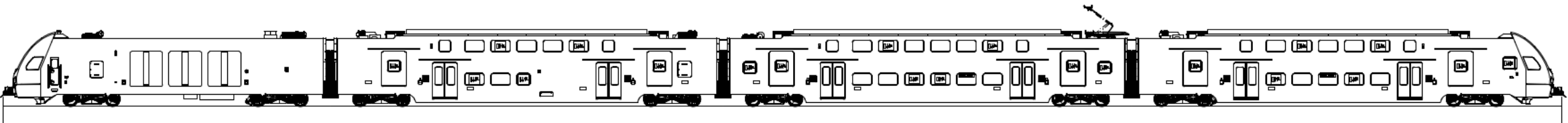


BB Car –Machine Room Hallway



# BEMU

- Battery charging can be accomplished via:
  - OCS (~2 hours)
  - 480-volt wayside charging station (~5 hours)



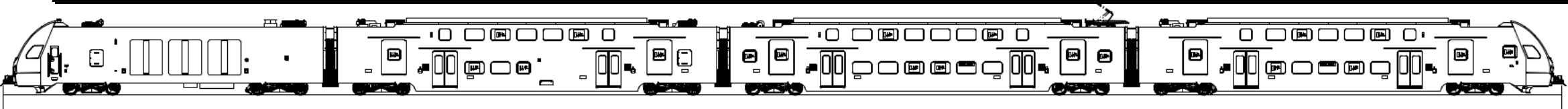
# BEMU Project Schedule

Activity	Completion Date
Notice to Proceed	August 2025
Design (CDR/PDR/FDR)	September 2026
Production	August 2027
Qual Testing (TTCI)	February 2028
Delivery (On Site)	April 2028
Qual Testing (On Site)	August 2028
Training	October 2028
Certification and Acceptance	October 2028
Revenue In Service	December 2028

# BEMU Project Budget and Funding

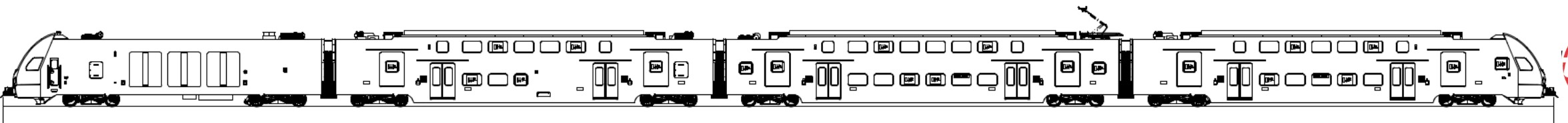
- \$80 million TIRCP Fund was awarded in 2023
- Exercised EMU Contract Option with Stadler for one BEMU

	(a)	(b)	(c)	(d) = (b) + (c)
Cost Category	Project Current Budget	Cost to Date thru' 4/30/26	Estimate to Complete	Estimated at Completion (EAC)
Contractor - STADLER	\$ 61,537,023	\$ 26,172,305	\$ 35,364,719	\$ 61,537,023
Other Contracts	\$ 1,378,706	\$ 64,706	\$ 1,850,000	\$ 1,914,706
Program Mngt. & Admin Costs	\$ 9,643,167	\$ 868,446	\$ 7,689,016	\$ 8,557,462
Project Contingency	\$ 6,842,800	\$ -	\$ 6,842,800	\$ 6,842,800
ICAP	\$ 598,304	\$ 64,025	\$ 1,083,984	\$ 1,148,008
<b>Total BEMU Project</b>	<b>\$ 80,000,000</b>	<b>\$ 27,169,481</b>	<b>\$ 52,830,518</b>	<b>\$ 80,000,000</b>



# BEMU Project Key Risks

- Battery Technology - Propagation Test
- Supply Chain and Tariff Impact
- UPRR Corridor and TRA
- Infrastructure Scope
- EMU Storage Security Concern



# What's Next

- Finalize Battery Option Path Forward
- Complete Final Design
- Battery Car Shell Production
- Finalize Wayside Charging Infrastructure Scope
- Finalize Concept of Operations
- Coordination with UPRR
- Continue FRA Compliance Review and Meetings



FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee

Through: Michelle Bouchard, Executive Director

From: Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director

For: June 2026 JPB Board of Directors Meeting

Subject: **Receive Update on Battery Electric Multiple Unit (BEMU) Project**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

This report includes an informational update that requires no action by the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain).

Staff will provide monthly updates covering Battery Electric Multiple Unit (BEMU)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

**Discussion**

The BEMU Pilot is a research and development project with the end goal of producing a BEMU qualified to run on the general railroad system, and on Caltrain's Right-of-Way (ROW) including the Gilroy Extension specifically under battery power.

The BEMU is a change order option train ordered from Caltrain's Electric Multiple Unit (EMU) contract and is a shorter version of a fully capable EMU paired to a battery cab car designed to run in daily round-trip service from Gilroy to San Jose. The BEMU has four cars, three of which accommodate passengers with a total of 280 seats. The BEMU will be charged under the overhead catenary system (OCS) either stationary or in service, travel to Gilroy and have its charge "topped off" during overnight layover in Gilroy at the standard 480V train plug before returning north.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the BEMU. The BEMU will be equipped with Positive Train Control and qualified on both the non-electrified portion of Caltrain service on Union Pacific Railroad territory as well as the Caltrain ROW electrified portion. BEMU Positive Train Control (PTC) will require detailed documentation and approval by the Federal Railroad Administration.

**Monthly Update**

**1. Project Schedule and Milestones**

- BEMU project baseline schedule was established on April 22, 2024. The table below shows the status of major Milestones as of March 31, 2026. Preliminary Design Review (PDR) is 100 percent complete.
- Final Design Review (FDR) will likely be delayed due to an issue found during preliminary propagation testing of the batteries. Additional propagation testing is being planned. In addition, alternative battery types are also being considered. Staff will provide a path forward in summer 2026.

<u>Key Project Activity</u>	<u>Notice to Proceed (NTP) + months estimated in Change Order</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 04/30/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Stadler Notice to Proceed	0	08/25/23	Completed	Completed	
Approval of Master Program schedule	3	04/22/24	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/25	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/25	Completed	Completed	
Final Design Review (FDR)	20	12/12/25	09/2026	Delayed	
Battery First Article Inspection	30	04/10/26	09/2026	Delayed	
Completed Carshells	40	05/01/26	06/2026	Delayed	
Authorization to Ship to Transportation Test Center	45	06/25/27	In Planning	On Track	
Completion of Testing at Transportation Test Center	50	12/10/27	In Planning	On Track	

(TTC)					
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/28	In Planning	On Track	
Final Acceptance	60	11/20/28	In Planning	On Track	

## 2. Cost – Spend vs Budget with Actuals and Accruals through April 30, 2026

### Project 100782 BEMU - Budget and Cost (As of April 30, 2026)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 60.98	\$ 0.56	\$ 61.54	\$ 26.17	\$ 35.36	\$ 61.54	\$ -	42.53%
Other Contracts	\$ 1.31	\$ 0.06	\$ 1.38	\$ 0.06	\$ 1.85	\$ 1.91	\$ (0.54)	3.38%
Program Mngt. & Admin Costs	\$ 9.64		\$ 9.64	\$ 0.87	\$ 7.69	\$ 8.56	\$ 1.09	10.15%
Project Contingency	\$ 7.47	\$ (0.63)	\$ 6.84		\$ 6.84	\$ 6.84	\$ (0.00)	0.00%
ICAP	\$ 0.60		\$ 0.60	\$ 0.06	\$ 1.08	\$ 1.15	\$ (0.55)	5.58%
<b>Total BEMU Project</b>	<b>\$ 80.00</b>	<b>\$ -</b>	<b>\$ 80.00</b>	<b>\$ 27.17</b>	<b>\$ 52.83</b>	<b>\$ 80.00</b>	<b>\$ (0.00)</b>	<b>33.96%</b>

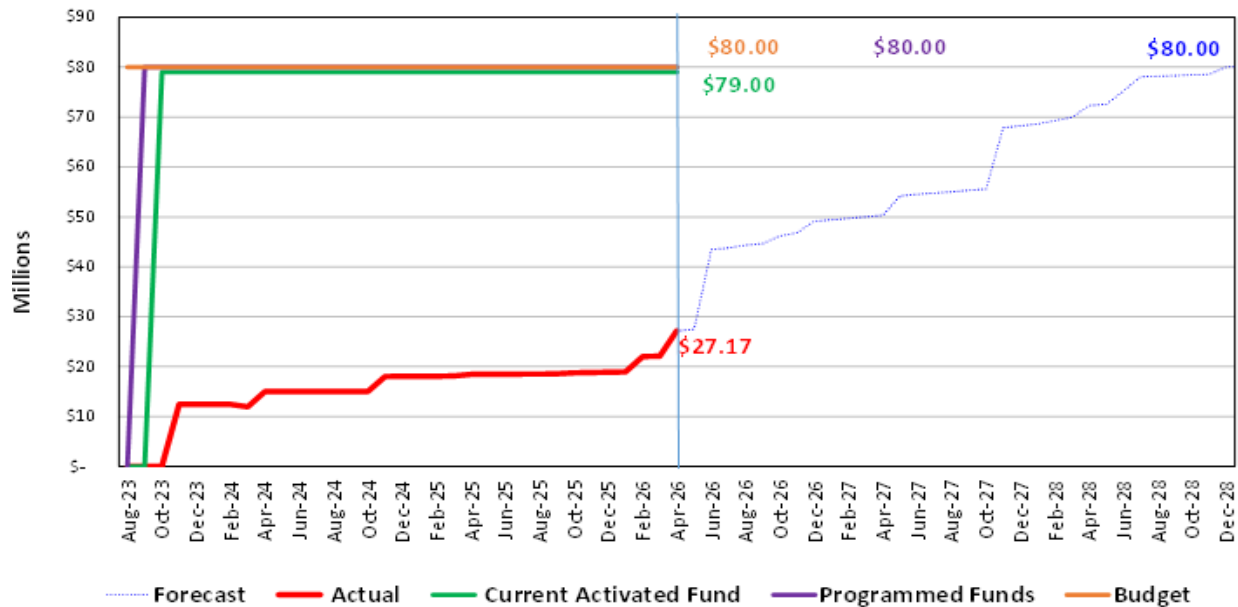
Note:

- 1). Expended and Accruals To-Date is through April 30, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;
- 3). Other Contracts includes Wayside Upgrades;
- 4). ICAP under Original Budget was calculated based on FY24 ICAP rate of 4%. Current ICAP is calculated at FY26 ICAP rate of 8.14% and 11% for FY27 and beyond.

### 3. Cost Curve:

APRIL 2026

#### BEMU | Expenditure - Planned vs. Actual



### 4. Major Activities for April 2026:

- Held monthly progress meeting.
- Held on-going technical coordination meetings (biweekly).
- Held on-going safety coordination meetings (monthly).
- Held a quarterly meeting with the Federal Railroad Administration (FRA).
- Held battery testing meetings and discussed alternative battery type options.
- Reviewed the monthly progress report and schedule, carbody quality documentation, the revised master test plan, and the revised friction brake design documentation.

### 5. Upcoming Key Activities:

- Prepare for next quarterly FRA meeting.
- Continue reviewing safety submittals (and other submittals as needed).
- Introduce BEMU project to Union Pacific Railroad (UPRR) (at Project Manager level) and start coordination efforts.

- Continue meetings/discussions regarding battery testing and path forward.
- Develop BEMU Concept of Operations with Rail Planning and Operations.

**6. Change Management:**

- In August 2023, the JPB approved a change order for not to exceed \$60,976,504 to Stadler US Inc., contract No. 14-PCJPB-P-056 for an option of one four-car BEMU trainset.
- A change order (CCO #57) was fully executed for BEMU convenience outlets, which were not included in the BEMU train order. The change order amount is \$40,019.18. This change will be covered by the contingency and there is no change to the project budget.
- A change order (CCO #60) in the amount of \$520,500 to increase the battery capacity from the baseline 1.9 megawatt-hour (MWh) requirement to 2.3 MWh was fully executed. This change will be covered by the contingency and there is no change to the project budget.
- A Purchase Order in the amount of \$65,000 for PTC radio licenses and PTC control messaging licenses (2 licenses) has been issued to Meteorcomm under BEMU project. This change will be covered by the contingency and there is no change to the project budget.
- There is a potential change order to Nomad in the amount \$242,000 for passenger Wi-Fi materials, installation, testing and service for the BEMU train which was not included in the original scope and budget.
- There is a potential change order for the addition of a cab camera crash-hardened memory module to meet the requirements of an FRA regulation that was released after the BEMU contract was signed.

**7. Risk Management:**

The following are top risks for implementation of BEMU project:

Risk Descriptions	Mitigation Actions
1. Redesign of the battery car body will cause schedule delays	Review schedule with Stadler and perform schedule impact and find ways to keep baseline project completion schedule intact.
2. Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely

Risk Descriptions	Mitigation Actions
3. Potential issues passing battery propagation tests	Work with carbuilder and battery supplier to put contingency plans in place

**8. FRA Coordination Status:**

- A quarterly meeting with the FRA took place on April 7, 2026, via Teams. Presentations and discussions included the project schedule and progress, the preliminary design, the safety program, and the general plan for meeting applicable FRA requirements (including concurrence with the FRA industry letters regarding alternative fuel vehicles). The FRA indicated they would like a notice 60 days prior to the Battery B (BB) carbody structural test.
- A follow-up (quarterly) meeting will be held on July 2026.

**Budget Impact**

There is no impact on the budget from receiving this report.

Prepared By:	Sherry Bullock	Interim Chief, Design and Construction, 05/12/2026 and CalMod Program Director
	Greg Cameron	Battery Electric Multiple Units 05/06/2026 Commercial Project Manager

**From:** [Andrew Widdowson](#)  
**To:** [Brent Tietjen](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Inquiry: Status of the BEMU Demonstration Project  
**Date:** Tuesday, June 16, 2026 3:36:35 PM

Some people who received this message don't often get email from widdowson@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 Brent,

Thank you — this was exactly what I was hoping for. The May AMP materials answered everything: the full milestone schedule, the battery propagation testing issue and summer path-forward, the FRA coordination cadence, and the December 2028 revenue-service target. I really appreciate you taking the time to point me to them.

I'm a Morgan Hill resident, so this project sits right on my stretch of the corridor, and I'd genuinely like to see the BEMU make it all the way to revenue service. If public support is ever useful to your team — especially when the project has to compete for attention or funding — I'm happy to lend mine.

Rather than guess at what actually helps, I figured I'd just ask you. Here are a few things I could do; would you let me know which would be worth the team's while and which wouldn't move the needle?

- Speaking during public comment at AMP Committee or Board meetings, specifically as a South County / Gilroy-line resident.
- Submitting written public comment into the record, timed to a particular meeting or agenda item if that's more useful.
- Reaching out to my local elected officials or South County representatives to voice constituent support.
- Being available as a corridor-resident voice if that's ever helpful for outreach, grant reporting, or demonstrating local demand.

If the honest answer is "none of this is needed right now," that's completely fine too — I don't want to add noise to an already busy project. Just thought I'd offer.

Thanks again for the helpful reply, and best of luck with the battery testing this summer.

Best regards,  
Andrew Widdowson  
Morgan Hill, CA

On Tue, Jun 16, 2026 at 12:15 PM Brent Tietjen <[TietjenB@caltrain.com](mailto:TietjenB@caltrain.com)> wrote:

Hi Andrew,

Thank you for reaching out about the Caltrain BEMU Project.

The Project Team presented the attached information to the Caltrain Board in Late May. I believe these two documents will answer your questions as it has a full schedule status of the project, including manufacturing, testing, and final acceptance dates.

Thanks,

Brent Tietjen

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**From:** Andrew Widdowson <[widdowson@gmail.com](mailto:widdowson@gmail.com)>  
**Sent:** Wednesday, June 3, 2026 10:34 PM  
**To:** Board (@[caltrain.com](http://caltrain.com)) <[board@caltrain.com](mailto:board@caltrain.com)>  
**Subject:** Inquiry: Status of the BEMU Demonstration Project

Some people who received this message don't often get email from [widdowson@gmail.com](mailto:widdowson@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 Caltrain Board and Staff,

I'm writing to ask for an update on the Battery-Electric Multiple Unit (BEMU) demonstration project — the four-car Stadler trainset funded through the \$80 million CalSTA award for zero-emission service on the Tamien–Gilroy segment.

Specifically, I'd appreciate any information you can share on:

1. The current manufacturing status of the trainset and its expected delivery date.
2. The status of dynamic and type testing (including any work planned at the Transportation Test Center in Pueblo, Colorado).
3. Progress on FRA review and certification for passenger use, given this would be the first bi-level BEMU certified in the U.S.
4. The current projected in-service date for the demonstration on the Tamien–Gilroy corridor.

If this would be better directed to the capital projects or rolling stock team, I'd be grateful if you could forward it accordingly.

Thank you for your time, and for the work on bringing zero-emission service to the corridor.

Best regards,

Andrew Widdowson

Morgan Hill, CA

**From:** [Caltrain BOD Public Support](#)  
**To:** [jkelly5762@aol.com](mailto:jkelly5762@aol.com)  
**Cc:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Re: Concern  
**Date:** Tuesday, June 16, 2026 3:58:42 PM

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Dear John Kelly,

Thank you for contacting Caltrain regarding your experience on Train 814 on June 9. We understand how frustrating and confusing the series of train changes and delays must have been, and we appreciate the opportunity to provide additional information.

On June 9, Train 814 experienced an unexpected horn failure while positioned on the south end of Track 8 at San Jose Diridon Station. Mechanical personnel were already on board and working to assess the issue. Because the train could not safely depart, crews began implementing contingency plans to continue service for customers.

The initial plan was to move customers to the equipment assigned to Train 816, which was located on the north end of Track 8. However, the mechanical staff were unable to release the brakes on that equipment, making it unavailable for service. As a result, crews had to quickly pivot and use the equipment assigned to Train 820 on Track 4. These equipment failures occurred unexpectedly and required several adjustments in a short period of time.

We recognize that the multiple announcements, changes in boarding locations, and movement between tracks created confusion and inconvenience for our customers. Throughout the incident, train crews, station personnel, and mechanical staff worked together to provide updates and restore service as quickly as possible while maintaining safe operations.

The track assignments used that afternoon are part of a planned operating strategy designed to accommodate multiple train connections at San Jose Diridon. Unfortunately, the mechanical failures affecting both Train 814 and the equipment intended for Train 816 disrupted those plans and resulted in the service impacts you experienced.

We understand your concerns regarding communication and passenger direction during the incident. Your feedback has been shared with the appropriate departments for review as we continually look for opportunities to improve how we communicate during service disruptions.

We apologize for the inconvenience and appreciate your patience during this challenging situation. Thank you for taking the time to share your experience and for continuing to ride Caltrain.

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <board@caltrain.com>  
**Sent:** Tuesday, June 9, 2026 7:23 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Concern

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**From:** John Kelly <jkelly5762@aol.com>  
**Sent:** Wednesday, June 10, 2026 2:22:46 AM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <board@caltrain.com>  
**Subject:** Concern

Some people who received this message don't often get email from jkelly5762@aol.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.

Gentle people,

Can someone please tell me what is going on with your service between Diridon and Gilroy? Although I only ride the train twice a week, there has been a huge problem at least two of those days in the past two weeks.

Today, after waiting to get on 814, we all got on. After sitting and waiting for departure time, I heard the engine go off as well as seeing the lights go out. We waited for a while and then they came and told us we had to go to a train waiting behind us, as there were some kind of mechanical problems.

So we walk down to that train, again waiting to board, and then we hear to go to track 4 instead. So everyone starts walking down the ramp, and then we're told not to go and to turn back around. We finally get on that train, and after about ten minutes, they tell us there's more trouble, so now we have to get off this train, and go to track 4. Then, while they're piddling around, we have to wait outside instead of being let in to sit down. It was one of the most ridiculous, messed up

management of anything I've ever seen. Almost the same thing had happened the previous week, or the one before, and in the Army, we would call this a huge clusterf---, where nobody knew what the heck they were doing.

As an addendum, let me add that I travel to what would be considered a third world country, every year, and I live there for three months. I take the train there, and it's a train from back in the 60's. But every day, even though old and worn out, the train is on time every single day.

So what is it? Is it because you want us all to get fed up and quit riding to Morgan Hill or Gilroy, so you can do away with that trip? That's what I believe. I know you want to screw that part of the south. If it isn't that, then you've got some mechanical people who don't know what the heck they're doing. Why does it happen so often, and also, why does that 814 never leave on time??

So if you can't get the train to run, can you at least have someone there that will direct people to the right place?

Right now, if someone asked me how the Caltrain service is, all I can say is that it's very embarrassing.

Get it together and knock off the excuses. We don't want to hear it.

John Kelly  
A concerned rider

**From:** [Helene Grossman](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Quiet Car Pilot: Please Commit to a Timeline  
**Date:** Tuesday, June 16, 2026 4:29:37 PM

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

Dear Caltrain Board Members,

Thank you for your service and for all the work you do to support Caltrain riders. I know there are many competing priorities, and I appreciate the time and care that goes into improving the system.

I am writing to respectfully ask for a clear timeline for Caltrain's Quiet Car pilot.

It has been nearly a year since Caltrain decided to move forward with a Quiet Car pilot, and riders still do not appear to have a public implementation timeline. In February, Caltrain presented a thoughtful and practical Quiet Car plan. It looked excellent -- simple, low-cost, and responsive to a real rider need.

I am grateful that Caltrain took the idea seriously and developed a plan. I am just pleading now for the next step: please give riders a timeline, and please get the pilot launched.

For some commuters, this would make an enormous difference. I have largely been avoiding Caltrain for my commute because I value having a quiet space to work or read, and I find it very difficult to sit near loud phone calls or conference calls. Today, I am taking Caltrain again, and I have already had to move twice because of loud calls.

A Quiet Car would create space for everyone. Riders who need to take calls would still have most of the train available to them. Riders who need quiet would finally have a place to go. Caltrain should serve all of its riders, including those who need a quieter environment to travel comfortably.

This seems like such a low-cost, high-impact improvement. It does not require new trains or major infrastructure. It mainly requires signage and communication.

Please let riders know what progress has been made since the February presentation, what remains unresolved, and when the pilot can begin. Without a timeline, there is no accountability -- and after nearly a year, it is hard to understand why riders still do not even have a date to count on.

Please, for the sake of your ridership, commit to a public launch timeline for the Quiet Car pilot.

Thank you again for your service and for considering this request.

Sincerely,  
Helene Grossman

**From:** [Jasmine Mireshghi](#)  
**To:** [Customer Service](#)  
**Cc:** [Board \(@caltrain.com\)](#); [publiccomment@burlingame.org](#)  
**Subject:** Pedestrian Safety Concern – Burlingame Avenue Caltrain Crossing – June 16, 2026  
**Date:** Wednesday, June 17, 2026 10:56:08 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 there,

I am a Burlingame resident and writing to report a serious pedestrian safety concern that occurred at the Burlingame Avenue Caltrain crossing on June 16 at approximately 2:15 PM.

At the time, both northbound and southbound trains were occupying the tracks. After the first train cleared the crossing, the gates rose and the crossing signals indicated that it was safe for pedestrians to cross. As a result, multiple pedestrians began crossing, including a parent pushing a stroller with a 1-year-old child and two separate children under the age of 12.

However, there was almost no time between the gates rising and the gates descending again for the next train movement. Pedestrians who had reasonably relied on the crossing signals to begin crossing were suddenly faced with the gates coming back down before they had adequate time to safely clear the crossing.

The situation was particularly concerning because it involved young children and a stroller. The children became visibly frightened and were crying because they were scared they would not make it across safely before the gates came down again. While an able-bodied adult may be able to move quickly, families with strollers, young children, elderly pedestrians, and individuals with mobility limitations need additional time to cross safely.

I understand that trains may pass through the crossing in close succession. However, the current operation of the crossing appears to create a dangerous and confusing situation by signaling that it is safe to cross and then almost immediately requiring pedestrians to clear the crossing. The issue is not simply that trains were close together, but that the crossing signals encouraged pedestrians to enter the crossing when there was insufficient time for many users to cross safely.

I respectfully request that Caltrain investigate the operation and timing of the Burlingame Avenue crossing at approximately 2:15 PM on June 16 and determine whether adjustments are needed to better protect pedestrians when multiple trains are passing through the area in quick succession.

Thank you for your attention to this important safety concern. I would appreciate any information regarding the results of the investigation and any corrective actions being considered.

Jasmine Elmquist

**From:** [Caltrain BOD Public Support](#)  
**To:** [Helene Grossman](#)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: Quiet Car Pilot: Please Commit to a Timeline  
**Date:** Wednesday, June 17, 2026 11:43:45 AM

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Dear Helene Grossman,

Thank you for taking the time to share your thoughtful feedback regarding the Quiet Car pilot. We appreciate your recognition of the work that has gone into developing the pilot program.

We are pleased to share that the Quiet Car pilot plan is currently in final executive review and is anticipated for implementation later this summer. While we do not yet have a specific launch date to announce, progress continues to be made toward implementation.

Thank you for your patience and for advocating for improvements that enhance the rider experience.

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** Board (@caltrain.com) <Board@caltrain.com>  
**Sent:** Tuesday, June 16, 2026 4:29 PM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** FW: Quiet Car Pilot: Please Commit to a Timeline

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**From:** Helene Grossman <helenegrossman@gmail.com>  
**Sent:** Tuesday, June 16, 2026 11:29:17 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <Board@caltrain.com>  
**Subject:** Quiet Car Pilot: Please Commit to a Timeline

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Dear Caltrain Board Members,

Thank you for your service and for all the work you do to support Caltrain riders. I know there are many competing priorities, and I appreciate the time and care that goes into improving the system.

I am writing to respectfully ask for a clear timeline for Caltrain's Quiet Car pilot.

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I am grateful that Caltrain took the idea seriously and developed a plan. I am just pleading now for the next step: please give riders a timeline, and please get the pilot launched.

For some commuters, this would make an enormous difference. I have largely been avoiding Caltrain for my commute because I value having a quiet space to work or read, and I find it very difficult to sit near loud phone calls or conference calls. Today, I am taking Caltrain again, and I have already had to move twice because of loud calls.

A Quiet Car would create space for everyone. Riders who need to take calls would still have most of the train available to them. Riders who need quiet would finally have a place to go. Caltrain should serve all of its riders, including those who need a quieter environment to travel comfortably.

This seems like such a low-cost, high-impact improvement. It does not require new trains or major infrastructure. It mainly requires signage and communication.

Please let riders know what progress has been made since the February presentation, what remains unresolved, and when the pilot can begin. Without a timeline, there is no accountability -- and after nearly a year, it is hard to understand why riders still do not even have a date to count on.

Please, for the sake of your ridership, commit to a public launch timeline for the Quiet Car pilot.

Thank you again for your service and for considering this request.

Sincerely,  
Helene Grossman

**From:** [Sarah Nabong](#)  
**To:** [Jasmine Mireshghi](#)  
**Cc:** [Board \(@caltrain.com\)](#); [publiccomment@burlingame.org](#)  
**Subject:** RE: Pedestrian Safety Concern – Burlingame Avenue Caltrain Crossing – June 16, 2026  
**Date:** Wednesday, June 17, 2026 11:55:01 AM  
**Attachments:** [image001.png](#)

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Dear Jasmine Elmquist,

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 report this safety concern and for providing detailed information regarding what you observed at the Burlingame Avenue crossing on June 16 at approximately 2:15 p.m.

We understand your concerns regarding the crossing gates and warning devices, particularly given the presence of young children, a stroller, and other pedestrians who may require additional time to cross safely.

Your report has been forwarded to the appropriate engineering and signal maintenance staff for review and investigation. The information you provided will assist our staff in evaluating the operation of the crossing and warning devices.

Safety is a top priority for Caltrain, and customer reports such as yours are valuable in helping us identify and address potential concerns.

Thank you again for notifying us of this issue.

Sincerely,

**Sarah Nabong, Customer Service Representative 2**

San Mateo County Transit District

166 N. Rollins Road, Millbrae, CA 94030

Websites: [SamTrans](#) | [Caltrain](#) | [SMCTA](#)



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**From:** Jasmine Mireshghi <j.mireshghi@gmail.com>

**Sent:** Wednesday, June 17, 2026 10:56 AM

**To:** Customer Service <customerservice@caltrain.com>

**Cc:** Board (@caltrain.com) <board@caltrain.com>; publiccomment@burlingame.org

**Subject:** Pedestrian Safety Concern – Burlingame Avenue Caltrain Crossing – June 16, 2026

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

Hi there,

I am a Burlingame resident and writing to report a serious pedestrian safety concern that occurred at the Burlingame Avenue Caltrain crossing on June 16 at approximately 2:15 PM.

At the time, both northbound and southbound trains were occupying the tracks. After the first train cleared the crossing, the gates rose and the crossing signals indicated that it was safe for pedestrians to cross. As a result, multiple pedestrians began crossing, including a parent pushing a stroller with a 1-year-old child and two separate children under the age of 12.

However, there was almost no time between the gates rising and the gates descending again for the next train movement. Pedestrians who had reasonably relied on the crossing signals to begin crossing were suddenly faced with the gates coming back down before they had adequate time to safely clear the crossing.

The situation was particularly concerning because it involved young children and a stroller. The children became visibly frightened and were crying because they were scared they would not make it across safely before the gates came down again. While an able-bodied adult may be able to move quickly, families with strollers, young children, elderly pedestrians, and individuals with mobility limitations need additional time to cross safely.

I understand that trains may pass through the crossing in close succession. However, the current operation of the crossing appears to create a dangerous and confusing situation by signaling that it is safe to cross and then almost immediately requiring pedestrians to clear the crossing. The issue is not simply that trains were close together, but that the crossing signals encouraged pedestrians to enter the crossing when there was insufficient time for many users to cross safely.

I respectfully request that Caltrain investigate the operation and timing of the Burlingame Avenue crossing at approximately 2:15 PM on June 16 and determine whether adjustments are needed to better protect pedestrians when multiple trains are passing through the area in quick succession.

Thank you for your attention to this important safety concern. I would appreciate any information regarding the results of the investigation and any corrective actions being considered.

Jasmine Elmquist

**From:** [Caltrain BOD Public Support](#)  
**To:** [michael.s.mcwalters@gmail.com](mailto:michael.s.mcwalters@gmail.com)  
**Cc:** [Board \(@caltrain.com\)](#)  
**Subject:** Re: 4 bad experiences in 6 months  
**Date:** Wednesday, June 17, 2026 3:38:57 PM

---

Dear Michael McWalters,

Thank you for taking the time to share your feedback.

We are delighted to hear that the boarding process after the Giants game was a positive experience and that the improvements made your trip more convenient. It is especially rewarding to hear that a suggestion from one of our customers helped contribute to a change that benefited many riders.

We will be sure to share your comments with the appropriate staff and Board members. Positive feedback like yours helps reinforce the value of listening to our customers and continuously improving the rider experience.

Thank you for riding Caltrain, and we hope to see you again soon.

Sincerely,

Your Caltrain BOD Public Support Team

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**From:** michael.s.mcwalters@gmail.com <michael.s.mcwalters@gmail.com>  
**Sent:** Tuesday, June 16, 2026 11:12 AM  
**To:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Subject:** RE: 4 bad experiences in 6 months

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

Dear Caltrain Board of Directors,

I recently took Caltrain to SF to see the Giants game. To my big surprise, you had an announcement that when returning there will be one line and you can click on when you go through.

I was grateful to see that you took my suggestion and made it reality. It was so much easier, and several others made a comment regarding it as well.

Thank you and have a great year,

Michael McWalters

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**From:** Caltrain BOD Public Support <CaltrainBODPublicSupport@caltrain.com>  
**Sent:** Monday, September 1, 2025 4:24 PM  
**To:** michael.s.mcwalters@gmail.com  
**Cc:** Board (@caltrain.com) <Board@caltrain.com>  
**Subject:** Re: 4 bad experiences in 6 months

Dear Michael Mc Walters,

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 sharing your experience. We apologize for the frustration you felt during fare verification. To better review this incident, could you please provide the train number and the approximate time it occurred?

Your concerns will be shared with our operations team to ensure proper procedures are followed while treating all passengers respectfully.

Sincerely,  
Your Caltrain BOD Public Support Team

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**From:** Michael Mc Walters <[michael.s.mcwalters@gmail.com](mailto:michael.s.mcwalters@gmail.com)>  
**Sent:** Thursday, August 28, 2025 10:48:36 PM (UTC+00:00) Monrovia, Reykjavik  
**To:** Board (@caltrain.com) <[Board@caltrain.com](mailto:Board@caltrain.com)>  
**Subject:** 4 bad experiences in 6 months

Some people who received this message don't often get email from [michael.s.mcwalters@gmail.com](mailto:michael.s.mcwalters@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 Caltrain Board,

Every time we leave SF Caltrain Station I and others are always subjected to verify our payment when I tapped on right in front of them. Yet, we saw a few homeless on the train and no one did anything to move them off.

Today was the final straw in being treated worse than in any other country I've been in. I've used public transportation in over 30 countries and I'm never treated like the way Caltrain treats its customers.

Your employees stand in front of the next train leaving demanding to make sure people have paid. Today this woman forced her way in front of me and this is the second time she has been nasty in how she treats people. She said calm down. I was totally calm I tapped and then she wanted to verify. When I questioned her, she ignored my question.

Instead of forcing everyone to prove their payment which holds up the line maybe you should tell people to queue up and tap in front of them. This will address the frustration people have.

This is just another reason not to use public transportation in California. It feels like you treat the people who pay crappy and go easy on those who don't pay.

Not happy with your process,

Michael McWalters