



RICO E. MEDINA, CHAIR
PAT BURT, VICE CHAIR
MARGARET ABE-KOGA
DAVID J. CANEPA
DAVID COHEN
JEFF GEE
STEVE HEMINGER
GREG WAGNER
SHAMANN WALTON

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

REVISED AGENDA

Peninsula Corridor Joint Powers Board Technology, Operations, Planning, and Safety (TOPS) Committee Meeting

August 26, 2026, 1:30 pm

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Committee Members: Rico E. Medina (Chair), Pat Burt (Vice Chair), Shamann Walton

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at <https://us02web.zoom.us/j/84462610112?pwd=YaW74NDN3spJtMYdJhfIBBuleQXkqA.1> or by entering Webinar ID: **844 6261 0112**, Passcode: **870725**, in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to one minute. The Committee Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

August 26, 2026 - Wednesday

1:30 pm

All items to which [Government Code section 84308](#) applies have been marked with an asterisk.

A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)(9), this relationship is considered to be a noninterest but it must be disclosed.

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment on Items Not on the Agenda
Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff to reply.
5. Approval of Meeting Minutes for July 29, 2026 Motion
6. ~~Adopt Passenger Code of Conduct for Behavior on Trains and at Stations~~ Motion
~~Authorize Executive Director to Execute Amendment to Memorandum of Understanding for Broadway Burlingame Grade Separation and Amend Capital Budget for Fiscal Year 2027 for the Same*~~
7. ~~Authorize Executive Director to Execute Amendment to Memorandum of Understanding for Broadway Burlingame Grade Separation and Amend Capital Budget for Fiscal Year 2027 for the Same*~~ Motion
~~Adopt Passenger Code of Conduct for Behavior on Trains and at Stations~~
8. Authorize Staff to File a California Environmental Quality Act (CEQA) Notice of Exemption for the Rengstorff Avenue Grade Separation Project Motion
9. Receive Update on the Master Cooperative Agreement with the Santa Clara Valley Transportation Authority for the Rengstorff Grade Separation Project Informational
10. Receive Update on Caltrain Safety Performance for Fiscal Year 2026 Quarter 4 Informational
11. Receive Update on the San Francisco County Transportation Authority's (SFCTA's) Bayview Caltrain Station Location Study Informational
12. Receive Quarterly Update on Caltrain's Construction Program and Capital Delivery Projects Informational

Note: All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

13. Committee Member Requests

14. Date / Time of Next Regular TOPS Committee Meeting: Wednesday, September 23, 2026 at 1:30 pm.

The meeting will be accessible via Zoom and in person at the San Mateo County Transit District Headquarters, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

15. Adjournment

Information for the Public

All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee. If you have questions on the agenda, please contact the JPB Secretary at 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电 1.800.660.4287

Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to one minute. The Committee Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 166 North Rollins Road, Millbrae, CA 94030; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 166 North Rollins Road, Millbrae, CA 94030, at the same time that the public records are distributed or made available to the legislative body.

**Peninsula Corridor Joint Powers Board
Technology, Operations, Planning, and Safety (TOPS) Committee
Regular Meeting**

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of July 29, 2026

Members Present: Shamann Walton, Pat Burt (Vice Chair) (arrived at 1:32 pm), Rico E. Medina (Chair)

Staff Present: M. Bouchard, A. Feng, Z. Guan, J. Harrison, L. Lumina-Hsu, M. Tauchen

1. Call to Order

Chair Medina called the meeting to order at 1:30 pm.

2. Roll Call

Loana Lumina-Hsu, Deputy JPB Secretary, called the roll and confirmed a quorum was present.

3. Pledge of Allegiance / Safety Briefing

Chair Medina led the Pledge of Allegiance and delivered the safety briefing.

4. Public Comment on Items not on the Agenda

Roland commented on safety concerns at the Guadalupe River Bridge Project.

Director Burt arrived at 1:32 pm.

5. Approval of Meeting Minutes for May 27, 2026

Motion/Second: Burt/Walton

Ayes: Walton, Burt, Medina

Noes: None

6. Approve Hick's Creek Mitigation Project Cooperative Agreement with Midpeninsula Regional Open Space District and Adopt the Third Addendum to the Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project

Michael Tauchen, Deputy Director, Program Management and Environmental Compliance, provided the presentation that included mitigation requirements, habitat restoration improvements, environmental clearance, and project schedule.

Staff provided further clarification in response to the Committee comments and questions, which included mitigation impact calculations and the selection of Hicks Creek as the preferred mitigation site.

Motion/Second: Burt/Walton

Ayes: Walton, Burt, Medina

Noes: None

Public Comment

Roland commented on the selection of the Hicks Creek mitigation site.

7. Authorize Amendment to the RSE Corporation Contract for the South Linden Avenue and Scott Street Grade Separation Project*

Zhenlin Guan, Director, Infrastructure Delivery, provided the presentation that included contract amendment, project scope and benefits, design updates, and schedule and funding status.

Staff provided further clarification in response to the Committee comments and questions, which included funding sources, design optimization, construction methods, and future cost and schedule evaluation.

Motion/Second: Walton/Burt

Ayes: Walton, Burt, Medina

Noes: None

8. Committee Member Requests - There were none.

9. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, August 26, 2026 at 1:30 pm.

10. Adjourn - The meeting adjourned at 1:51 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: James C. Harrison, General Counsel
For: September 2026 JPB Board of Directors Meeting
Subject: **Adopt Passenger Code of Conduct for Behavior on Trains and at Stations**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommend approval of the attached Caltrain Passenger Code of Conduct for Behavior on Trains and at Stations (Passenger Code of Conduct) with an effective date of October 1, 2026.

Discussion

The governing boards of local transit agencies are permitted to adopt and enforce policies designed to ensure the safety, security and convenience of customers and operators alike, pursuant to the California Penal Code and Public Utilities Code. Adopting a code of conduct for passengers is considered an industry best practice.

The proposed Passenger Code of Conduct prohibits:

- Smoking on Caltrain property or in trains;
- Excessive noise and disturbances, including loud audio equipment and disruptive behavior;
- Unsanitary conduct, such as spitting or public urination;
- Use of recreational or personal mobility devices within facilities, except as necessary for authorized bicycle access or disability;
- Unauthorized commercial activity;
- Fare evasion, misuse of tickets or passes, and unauthorized use of discounted fares;
- Harassment and obstruction of movement;
- Possession of hazardous materials or weapons; and
- Damage to or tampering with transit property.

While California law allows transit agencies to adopt ordinances that authorize and designate operators to issue administrative citations for certain violations, most of Caltrain's peer agencies rely on law enforcement to issue criminal citations for violations of their Passenger Codes of Conduct, including the Bay Area Rapid Transit District and the Sonoma-Marín Area Rail Transit District.

The proposed Passenger Code of Conduct takes the same approach, making the public aware of the types of conduct prohibited on Caltrain vehicles and in stations. Instead of granting citation authority to conductors, Caltrain staff and conductors will warn passengers they are violating the Passenger Code of Conduct and request they step off the train. Conductors will also have discretion to call Transit Police, thereby reducing confrontations and delays associated with having to issue administrative citations. Law enforcement, whether Transit Police or local police, retain criminal citation authority pursuant to Penal Code Section 640. This approach reduces the friction associated with conductors' issuance of administrative citations and confronting passengers for their behavior leaving enforcement and citation authority with the Transit Police.

If adopted, the Passenger Code of Conduct will: (1) establish rules and expectations regarding conduct on Caltrain vehicles and property, such as stations; (2) facilitate a safe environment; (3) promote respectful and responsible conduct among passengers and staff; and (4) preserve and enhance the Caltrain service and passenger experience.

Staff recommend that the Board adopt the attached Passenger Code of Conduct via a resolution. This approach adopts the statutory prohibitions under Penal Code Section 640 and Public Utilities Code Section 99580 without granting administrative citation authority to conductors and engineers.

Many of the prohibitions and rules in the Passenger Code of Conduct exist in state law and are Caltrain practice. However, to increase public awareness of the Passenger Code of Conduct following Board adoption, staff anticipate the date of implementation of the Passenger Code of Conduct to be October 1, 2026. Planned public awareness activities include:

- Onboard decals with Passenger Code of Conduct and penalty info
- Onboard copies of the code for passengers to take
- Conductor announcements
- Webpage updates
- Press release

Budget Impact

There is no budget impact associated with adopting the Passenger Code of Conduct. Estimated implementation costs are minimal (\$20,000) and will be covered by the Fiscal Year 2027 operating budget.

Prepared By:	Anna Myles-Primakoff	Counsel	08/14/2026
	Quentin Barbosa	Associate Counsel	08/14/2026
	Ted Burgwyn	Chief Operating Officer	08/14/2026

Resolution No. 2026-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Adopt Passenger Code of Conduct for Behavior on Trains and at Stations

Whereas, local transit agencies are permitted to adopt and enforce policies designed to ensure the safety, security and convenience of customers and operators alike, pursuant to the California Penal Code and Public Utilities Code; and

Whereas, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) does not presently have a code of conduct for passengers. A passenger code of conduct is considered an industry best practice; and

Whereas, staff have drafted a proposed Passenger Code of Conduct for Behavior on Trains and at Stations (Passenger Code of Conduct) and recommend that the Board of Directors (Board) adopt it; and

Whereas, the proposed Passenger Code of Conduct prohibits a variety of conduct, including smoking, excessive noise, unsanitary conduct, vandalism, fare evasion, use of recreational mobility devices within facilities, possession of hazardous materials, and harassment; and

Whereas, most of Caltrain's peer agencies rely on law enforcement to issue criminal citations for violations of their Codes of Conduct. The proposed Passenger Code of Conduct takes this same approach, with Transit Police and local police using their citation authority pursuant to Penal Code Section 640 to enforce the Code; and

Whereas, the proposed Passenger Code of Conduct will: (1) establish rules and expectations regarding conduct on Caltrain vehicles and property, such as stations; (2) facilitate a safe environment; (3) promote respectful and responsible conduct among passengers and staff; and (4) preserve and enhance the Caltrain service and passenger experience; and

Whereas, staff anticipate an effective date for the Passenger Code of Conduct of October 1, 2026, to allow for sufficient time to increase public awareness following Board adoption.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the attached Passenger Code of Conduct, with an anticipated effective date of October 1, 2026.

Regularly passed and adopted this 3rd day of September 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

Caltrain Passenger Code of Conduct for Behavior on Trains and at Stations

Purpose

Caltrain is committed to the safety, security, and comfort of all passengers and all representatives of the Caltrain rail service. To ensure operation of safe rail service and to avoid adverse effects on the system or passengers, Caltrain has established a Passenger Code of Conduct. It is the intent of Caltrain that this Code of Conduct:

1. Establish rules and expectations regarding conduct on Caltrain vehicles and property.
2. Facilitate a safe environment.
3. Promote respectful and responsible conduct among passengers and staff.
4. Preserve and enhance the Caltrain service and passenger experience.

The following Code of Conduct applies to all Caltrain passengers, including those entering, exiting, or riding a train, or those on Caltrain property before boarding or after exiting a train.

Code of Conduct

Passengers must not:

1. Harass Caltrain representatives or passengers. "Harassment" includes physical harm, intimidation, verbal threats, name-calling, and sexual harassment.
2. Engage in disruptive conduct or communications with Caltrain representatives or engage in horseplay at Caltrain stations or on or near Caltrain trains.
3. Engage in discriminatory conduct based on race, color, national origin, religion, marital status, sex, sexual orientation, gender identity, age, military status, disability, or any other protected status.
4. Fail to pay the correct fare or engage in any conduct that violates Caltrain's Fare Evasion Ordinance No. 2. This prohibition restricts entering an area of a public transit facility beyond posted signs prohibiting entrance without obtaining valid fare, in addition to entering a transit vehicle without valid fare.
5. Engage in sexual harassment, sexual conduct, or indecent exposure .
6. Make a willful disturbance. This includes but is not limited to: fighting, pushing, unwanted physical contact, spitting, throwing objects, vulgar language, yelling, shouting, excessive noise of any kind, vandalism involving any part of the train or station, and littering.

7. Open or tamper with emergency windows and doors, except during an emergency.
8. Use or sell marijuana, tobacco, e-cigarettes, vaporizers, and illegal drugs. Alcohol may be consumed responsibly on trains but may not be used or sold at stations without authorization. On special event days, alcoholic beverages may not be consumed on trains or in stations after 9 p.m.
9. Congregate or loiter on a train or at a station in a way that blocks entry and exit to a train or intentionally delays a train. All aisles must be kept clear of personal items.
10. Carry weapons, firearms, projectiles, knives, replica weapons, explosives, and containers including flammable, toxic, or hazardous materials on Caltrain trains or at stations.
11. Fail to comply with the instructions of Caltrain representatives regarding matters of safety and operation of the train to avoid an accident.
12. Interfere with the operation of a Caltrain train.
13. Use a Caltrain facility, property, or train for non-transportation related purposes without authorization. This includes selling or peddling any goods, merchandise, property, or services, begging, or soliciting of any kind whatsoever, including posting advertisements and engaging in expressive activity without a permit or Caltrain's express written consent.
14. Take any animal into a paid area of the Caltrain system unless the animal is a service animal or service dog in training.
15. Skateboard, roller skate, ride a bicycle, roller blade, or operate a motorized scooter or similar device, as defined under Vehicle Code Section 407.5, in a Caltrain facility, including a parking structure, or in a Caltrain train. This paragraph does not apply to mobility scooters used by a disabled person, or an activity that is necessary for utilization of a Caltrain facility by a bicyclist, such as parking a bicycle or transporting a bicycle aboard a train, if Caltrain grants permission and the bicyclist does not interfere with the safety of themselves or other patrons. Exceptions to the prohibition on motorized scooters apply for people with disabilities who receive permission to operate such scooters as a reasonable accommodation.
16. Urinate or defecate in a Caltrain facility or train, except in a lavatory. This paragraph shall not apply to a person who cannot comply with this paragraph as a result of a disability, age, or a medical condition.
17. Fail to yield seating reserved for an elderly or disabled person.

**Passengers should be respectful and attentive of others. If you see something, say something.
Report incidents and complaints by calling Caltrain Customer Service at 1-800-660-4287.**

Enforcement

A person who violates the Code of Conduct or commits another public offense may be warned, or immediately removed from a Caltrain facility or train, without a fare refund, by any authorized representative, including Transit Police or any law enforcement officer. When a person fails to comply with an order to leave a Caltrain train or facility, they will be deemed a trespasser and subject to further enforcement action.

The Code of Conduct is not intended to limit, replace, or conflict with any federal, state, or local law, regulation, or ordinance, and does not limit or prevent any law enforcement agency or entity from taking any lawful action against any person in or on any Caltrain vehicle, facility, or property.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For: September 2026 JPB Board of Directors Meeting
Subject: **Authorize Executive Director to Execute Amendment to Memorandum of Understanding for Broadway Burlingame Grade Separation and Amend Capital Budget for Fiscal Year 2027 for the Same***

☐ Finance Committee
Recommendation

☐ Technology, Operations, Planning,
and Safety Committee
Recommendation

☐ Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff recommend the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain):

1. Authorize the Executive Director or designee to execute an amendment to the Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) and the City of Burlingame to advance the Broadway Burlingame Grade Separation Project (Project) to the 100 percent design milestone.
2. Increase the capital budget of the Project by \$24 million.

Discussion

Background

Caltrain's at-grade rail crossing at Broadway in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission's (CPUC) Grade Separation Priority List, it is in the top category of the Corridor Crossing Strategy and the Project also is part of the SMCTA's grade separation pipeline of projects. In August 2026, the City of Burlingame, the SMCTA, and Caltrain agreed that the Project should continue design to 100 percent.

The Project will eliminate the Broadway at-grade rail crossing to significantly improve public safety, enhance traffic flow, and ensure the design accommodates future rail improvements. The Project awarded a Construction Manager/General Contractor (CMGC) contract in 2024. Following value engineering efforts in 2025, Caltrain made changes to the scope of the Project to reduce cost and schedule by eliminating the Broadway Station, eliminating shoofly tracks, changing the structural design to a narrower, elevated guideway, and reducing bridge widths.

For local access, the Project will replace the at-grade pedestrian-only crossing at Morrell with two undercrossings north of Morrell for pedestrian cross-passages and integrated bicycle/pedestrian pathways.

100 percent Design and Funding Plan

The Project reached the 65 percent design milestone in July 2026. The Project is ready to advance into final design. The cost to complete 100 percent design is estimated to be \$24 million:

Element	Cost (\$M)
Agency Costs	\$8.0
Designer/Engineer of Record	\$10.0
Construction Contractor CMGC	\$4.0
Subtotal	\$22.0
Contingency	\$2.0
Total Final Design Phase Cost	\$24.0

The Final Design Phase Cost will be funded as follows:

- **City Funding Contribution:** \$2.4 million

The City of Burlingame will contribute up to 10 percent of the \$24 million design cost.

- **SMCTA Funding Contribution:** \$21.6 million

The SMCTA will contribute up to 90 percent of the \$24 million design cost.

Total Project Cost

The updated Total Project Cost, based on the current design, is \$662,480,000. This estimate is based on a construction start date of November 2028, a construction duration of four years, and an annual escalation rate of five percent for labor and material.

The Total Project Cost Estimate is comprised of the following:

Element	Cost (\$M)
Planning and Preliminary Design	\$4.46
Construction Contractor Costs	\$421.25
Designer/Engineer of Record Costs	\$39.37
Real Property and Easements	\$25.78
Agency Costs (environmental, PM/oversight, construction management, operational support, bus bridge, railroad worker protection, power)	\$97.80
Subtotal	\$588.66
Project Contingency	\$73.83
Total Project Cost	\$662.49

Caltrain entered into a MOU for San Mateo County Measure A Grade Separation Funds for the Plans, Specifications and Estimates Phase for the Broadway Grade Separation Project on December 22, 2020. The MOU has been amended twice since then to increase the commitment of funds and extend the term. Staff recommend that the Board authorize the Executive Director to execute a third amendment to increase the budget by \$24 million to advance the final design of the Project.

Budget Impact

The total Project budget will increase by \$24 million. This increase will cover the design consultant, the CMGC contract, environmental consultant, and Caltrain management cost.

Prepared By: Zhenlin Guan

Director, Infrastructure Delivery

08/10/2026

Resolution No. 2026-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Authorize Executive Director to Execute Amendment to Memorandum of
Understanding for Broadway Burlingame Grade Separation and Amend
Capital Budget for Fiscal Year 2027 for the Same***

Whereas, the Broadway at-grade rail crossing in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission's (CPUC) Grade Separation Priority List; and

Whereas, the Broadway Burlingame Grade Separation Project (Project) also is part of the San Mateo County Transportation Authority's (SMCTA) grade separation pipeline of projects; and

Whereas, the Peninsula Corridor Joint Powers Board (JPB or Caltrain), entered into a Memorandum of Understanding (MOU) for San Mateo County Measure A Grade Separation Funds for the Plans, Specifications and Estimates Phase for the Project on December 22, 2020; and

Whereas, the MOU has been amended twice since then to increase the commitment of funds and extend the term; and

Whereas, the Project reached 65 percent redesign in July 2026 under a scope that excluded an elevated Broadway Station and temporary shoofly track; and

Whereas, the updated total project is estimated at \$662.48 million, assuming a 2028 construction start date and is based on the updated 65 percent design, a construction duration of four years, and an annual escalation rate of 5 percent; and

Whereas, the Project will improve public safety, enhance traffic flow, and accommodate future rail improvements by replacing the at-grade crossing at Morrell with two undercrossings north of Morrell for pedestrian cross-passages and integrated bicycle/pedestrian pathways; and

Whereas, in August 2026, the City of Burlingame, the SMCTA, and Caltrain agreed that the Project shall be advanced to the 100 percent design phase and to amend the MOU between the three parties to reflect the advancement of the project to final design; and

Whereas, total cost of the 100 percent design support effort is \$24 million, and the parties have agreed to a 90 percent (SMCTA) - 10 percent (City of Burlingame) cost-sharing structure; and

Whereas, staff recommend that the Board authorize the Executive Director to amend the MOU a third time to increase the budget by \$24 million to advance the final design of the Project; and

Whereas, the \$24 million increase in cost will cover the design, construction contractor, environmental consultant, and Caltrain management cost to complete the final design.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or designee, to execute an amendment to the MOU with the SMCTA and the City of Burlingame to formalize each party's roles and financial responsibilities to advance the Project is to the 100 percent design milestone; and

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes an increase in the Project's capital budget by \$24 million.

Regularly passed and adopted this 3rd day of September 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For: September 2026 JPB Board of Directors Meeting
Subject: **Authorize Staff to File a California Environmental Quality Act (CEQA) Notice of Exemption for the Rengstorff Avenue Grade Separation Project**

☐ Finance Committee Recommendation	☐ Technology, Operations, Planning, and Safety Committee Recommendation	☐ Advocacy and Major Projects Committee Recommendation
---	--	---

Purpose and Recommended Action

Staff recommend the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) authorize the Executive Director or designee to file a Notice of Exemption (NOE) in accordance with the California Environmental Quality Act (CEQA) for the Rengstorff Avenue Grade Separation Project.

Discussion

The Rengstorff Avenue Grade Separation Project (Project) would eliminate the existing at-grade rail crossing at Rengstorff Avenue with a grade-separated crossing in the City of Mountain View. In 2014, the City of Mountain View completed the Rengstorff Avenue Grade Separation Design Concepts Final Report. Of the three concepts evaluated, the City selected the Complete Street Concept, which includes a Rengstorff Avenue underpass and construction of a new elevated pedestrian and bicycle connection parallel to the Caltrain corridor linking Crisanto Avenue to the commercial area east of Rengstorff Avenue. The Project will require lowering approximately 1,200 feet of Rengstorff Avenue and connecting roadways, including Central Expressway. The designer of record, AECOM Technical Services, Inc (AECOM), submitted the 65 percent design package on May 15, 2026. Caltrain is working with AECOM to finalize the 65 percent design submission.

For purposes of the National Environmental Policy Act (NEPA), the Federal Transit Administration (FTA) determined in 2021 that the Project qualifies as a categorical exclusion under 23 Code of Federal (CFR) Part 771.118(d)(2).

Statutory Exemption from CEQA

Eliminating an existing at-grade crossing at Rengstorff Avenue with a grade separation is exempt from CEQA pursuant to Section 21080.13 of the Public Resources Code. Terms of the exemption require that the local agency files a NOE with the Office of Planning and Research

and with the county clerk in each county. Staff recommend that the Board authorize the Executive Director or designee to file a NOE.

Budget Impact

There is no impact on the budget.

Prepared By: Michael Tauchen

Deputy Director, Environmental
Compliance

08/12/2026

Resolution No. 2026-

Board of Directors, Peninsula Corridor Joint Powers Board

State of California

* * *

Authorize Staff to File a California Environmental Quality Act (CEQA) Notice of Exemption for the Rengstorff Avenue Grade Separation Project

Whereas, the Rengstorff Avenue Grade Separation Project (Project) would eliminate the existing at-grade rail crossing at Rengstorff Avenue with a grade-separated crossing in the City of Mountain View, Santa Clara County, California; and

Whereas, Section 21080.13 of the California Public Resources Code (PRC) provides a California Environmental Quality Act (CEQA) statutory exemption for any railroad grade separation project that eliminates an existing grade crossing, or which reconstructs an existing grade separation.

Now, Therefore, Be It Resolved, the Peninsula Corridor Joint Powers Board of Directors hereby finds that the Rengstorff Avenue Grade Separation Project qualifies for the PRC Section 21080.13 CEQA Statutory Exemption; and

Be It Further Resolved, the JPB Secretary is directed to file a Notice of Exemption promptly with the County Clerk of Santa Clara County and the State Clearinghouse; and

Be It Further Resolved, the record of this action shall be maintained by the JPB Secretary at 166 North Rollins Road in Millbrae, California.

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Regularly passed and adopted this 3rd day of September 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For: September 2026 JPB Board of Directors Meeting
Subject: **Receive Update on the Master Cooperative Agreement with the Santa Clara Valley Transportation Authority for the Rengstorff Grade Separation Project**

☐ Finance Committee
Recommendation

☐ Technology, Operations, Planning,
and Safety Committee
Recommendation

☐ Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff will provide an update on a proposed Master Cooperative Agreement (MCA) between the Peninsula Corridor Joint Powers Board (JPB or Caltrain) and the Santa Clara Valley Transportation Authority (VTA) to delineate the funding obligations, duties and responsibilities of the parties for delivery of the Rengstorff Avenue Grade Separation Project (Project).

Discussion

The Rengstorff Avenue Grade Separation Project (Project) will eliminate the at-grade crossing at Rengstorff Avenue in the City of Mountain View (City) by separating the railroad from all vehicular, pedestrian, and bicycle traffic, which will reduce traffic congestion, accidents, trip delays, pollution, and negative impacts on local and regional businesses. Rengstorff Avenue is a major arterial connecting several business districts to United States (U.S.) 101 and the Central Expressway. Currently, 104 Caltrain trains pass through Rengstorff Avenue at-grade crossing daily.

The Project will separate the JPB tracks from Rengstorff Avenue by depressing the intersection of Rengstorff Avenue and Central Expressway below grade and leaving the rail crossing at approximately the existing elevation. The Project will involve closing Crisanto Avenue and Leland Avenue, constructing the Leland Connector to maintain vehicular access to the market and residential area on the west side of Rengstorff Avenue, and constructing a bicycle and pedestrian bridge parallel to the JPB tracks to maintain an east-west connection across Rengstorff Avenue.

The JPB previously entered into a Cooperative Agreement (Agreement) with VTA and the City for the Final Design, Environmental Permitting, Right of Way Engineering and Right of Acquisition Phases of the Rengstorff Grade Separation project. Pursuant to the Agreement, the JPB is responsible for delivering the Project. On September 15, 2021, the Federal Transit

Administration (FTA) provided the National Environmental Policy Act (NEPA) Categorical Exemption of the Project. On December 7, 2023, the JPB awarded the design of the Project to AECOM Technical Services, Inc. (AECOM). On August 15, 2024, the JPB executed a contract for Construction Management/General Contractor services with Atkinson Clark.

Over the past several months, staff from Caltrain, VTA, and the City have participated in a series of risk assessment and roles and responsibilities workshops led by a grade separation industry expert. These efforts have focused on identifying a smooth path to transition the delivery lead of the project to VTA. The workshops sought to identify transition risks and evaluate potential impacts to the Rengstorff Grade Separation Project. Ultimately the goal is to align partner agency resources, expertise, and funding to deliver the project through an integrated team approach.

In May 2026, staff presented a transition recommendation to JPB, VTA, and the City. The recommendation reflects a shared understanding that VTA would assume the role of delivery agency following completion of the 65 percent design phase, which is currently being led by Caltrain. This approach recognizes that key railroad operational risks are more fully defined at the 65 percent design milestone.

As of May 15, 2026, AECOM has submitted the 65 percent design package to Caltrain and staff is working with AECOM to resolve outstanding comments to complete the 65 percent design. Caltrain and VTA have since reached agreement on transition actions and have defined detailed roles and responsibilities for final design, utility relocation, and construction. In addition, all three parties agree that Master Cooperative Agreements (MCA) between VTA and Caltrain and VTA and City of Mountain View will be required to memorialize scope, roles, deliverables, commercial terms, liability, and indemnification.

Under the proposed MCA, the JPB will be responsible for: (1) reviewing design plans and assisting with the procurement of a grade separation construction contractor; (2) providing railroad safety personnel and railroad safety training, as well as approving all safety plans for construction on Caltrain's right-of-way (ROW); (3) liaising with regulatory agencies such as the California Public Utilities Commission and Federal Railroad Administration; (4) granting right of entry for work to be performed on the right of way; and (5) performing inspection and final verification and acceptance of the Project.

VTA will act as the delivery agency and as lead environmental agency through the completion of the Project and will assume all cost and schedule risk for the delivery of the Project, certify that any needed property has been acquired, obtain regulatory approvals, negotiate any utility relocation agreements, provide any required public notice, and obtain final approval from the City, the County and the JPB. VTA will also be responsible for certifying that sufficient funding is available to construct the Project prior to commencement of construction.

Under the MCA, VTA, as the delivery agency, will assume the risks of construction on JPB's property and protect the JPB against liability arising from VTA's delivery of the Project, including customer impacts. VTA will reimburse the JPB for all Project Costs at the JPB's hourly labor rates.

Once the parties execute the MCA, and AECOM completes the 65 percent design, the JPB will terminate its design contract with AECOM, and VTA will procure a design contract with AECOM directly to resume the remaining design work through Project completion. JPB also will terminate its Construction Management/General Contractor agreement with Atkinson Clark.

The City will continue to be the Project Sponsor and VTA will enter into a separate agreement that covers the City's role and responsibilities for the Project, including reviewing and approving the final design, acquiring all required rights of way, issuing permits, requesting required utility relocations under the City's franchise agreements, inspecting and accepting improvements within City's right-of-way, and maintaining improvements constructed within the City's right-of-way. VTA will also enter into a separate agreement with the County of Santa Clara that covers the County's role and responsibilities for the Project, and VTA will be responsible for any required consultation on the design, engineering, and urban planning aspects with the County as well obtaining the County's review and approval of the final design, coordinating any required utility relocation and obtaining any required permits, approvals or acceptance from the County.

The City, VTA, and the JPB have agreed that they will establish a Change Management Committee that will make decisions regarding major scope changes to the Project that affect the Project budget and schedule.

Budget Impact

There is no budget impact from receiving this informational update. The estimated funding to advance the design to 100 percent is already included in the Fiscal Year 2026 budget.

Prepared By: Sherry Bullock

Deputy Executive Director,
Engineering, Capital and
Modernization

08/21/2026

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Jerry Guaracino, Chief Safety Officer
For: September 2026 JPB Board of Directors Meeting
Subject: **Receive Update on Caltrain Safety Performance for Fiscal Year 2026 Quarter 4**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff provides the informational safety report to keep the Board of Directors (Board) apprised of progress; it is provided for informational purposes only.

Discussion

This report and accompanying presentation are submitted to keep the Board advised as to the Safety Performance of Caltrain based upon measurement of Key Performance Indicators (KPIs) and to provide an update on the development of the Caltrain Trespasser and Suicide Prevention Safety (CROW) Plan. Caltrain is committed to providing a safe work environment for our employees and contractors, and safe and efficient train service for our customers. Caltrain is also committed to continuous improvement through the capture and analysis of key safety data and management of associated risk. Regularly reviewing this data will enable staff to identify areas needing improvement and focus our activities to achieve improved safety performance for our employees, passengers and the communities we serve.

Caltrain will provide quarterly safety reports to the Board and will be sharing this same information with employees as we work to build a stronger Safety Culture consistent with our Number 1 Core Value – Safety – First and Always as well as our System Safety Program Plan (SSPP). These reports will include both lagging safety performance indicators reported to the Federal Railroad Administration (FRA) and leading safety performance indicators. While lagging indicators can alert you to a failure in your safety program or to the existence of a hazard, leading indicators allow an organization to take preventive action to address that failure or hazard before it turns into an incident.

Budget Impact

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to further enhance its safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By: Jerry Guaracino Chief Safety Officer

08/12/2026

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning
For: September 2026 JPB Board of Directors Meeting
Subject: **Receive Update on the San Francisco County Transportation Authority's (SFCTA's) Bayview Caltrain Station Location Study**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

The purpose of this item is to provide the TOPS Committee with an informational report and presentation on the San Francisco County Transportation Authority's (SFCTA's) Bayview Caltrain Station Location Study (Study).

Discussion

Project Summary

The SFCTA Study recommends a location for an infill Caltrain station in the Bayview neighborhood of San Francisco. The Study considers potential location options in the Bayview along Evans Avenue or Oakdale Avenue at the Caltrain alignment. The SFCTA led outreach to gather community input on priorities for a station and then analyzed how each potential location would meet those priorities. Caltrain coordinated throughout the Study and received some funding to provide technical review. The Study concludes that an Oakdale Avenue location holds greater potential to deliver on community priorities and meet each goal.

Previous Studies

The Paul Avenue Caltrain Station in the Bayview neighborhood of San Francisco was closed in 2005 due to low ridership. There have been several efforts to establish a new Caltrain station in the Bayview both before and after the station closure. These efforts included:

- 1988 California Department of Transportation (Caltrans) study to replace the Paul Avenue Station;
- 2002 San Francisco (SF) Redevelopment Authority plan that identified Oakdale-Palou as the community preferred location to replace the Paul Avenue Station;
- 2005 SFCTA study on the engineering feasibility of a station just north of Oakdale Avenue,

- 2014 SFCTA Oakdale Station ridership analysis;
- 2020 Bayview Community Based Transportation Plan prepared by San Francisco Municipal Transportation Agency (SFMTA), which identified a Bayview Caltrain station at Oakdale Avenue as one of the community-requested transportation needs;
- 2021 ConnectSF Transit Strategy; and
- 2022 Southeast Rail Station Study prepared by the San Francisco Planning Department, which resulted in two potential locations for a Bayview Caltrain station: Evans Avenue and Oakdale Avenue.

While most of the work leading up to the 2022 Southeast Rail Station Study had identified Oakdale Avenue as a preferred location for the proposed infill station, community members requested a reexamination of an Evans Avenue location due to the recent relocation of the Southeast Community Center.

Current Study

The SFCTA began the Study in 2023 as a follow-up to the Southeast Rail Station Study, meant to address community requests to reexamine the potential station locations at Oakdale Avenue and Evans Avenue and identify a single preferred location. The Study has the following objectives:

- Recommend a single station location to advance toward implementation using focused, prioritized criteria;
- Develop concept designs for each potential location to help inform these criteria;
- Develop preliminary cost estimates to help understand funding and deliverability; and
- Lay out a roadmap for next steps, including design, environmental clearance, and implementation.

The Study compares the two station locations based on an evaluation framework considering ridership, climate resiliency and environment, access and community integration, and deliverability goals. The Study began in 2023 and includes community engagement at the beginning and end of the Study:

- Initial presentations in 2023 at neighborhood Citizens or Community Advisory Committees (CACs) and two open houses to gather feedback on community priorities for the station

- Presentations of findings from the Study:
 - Shipyard CAC on July 20, 2026
 - Bayview CAC on July 22, 2026
 - Open houses in English on August 19, 2026, and in Spanish on August 20, 2026

The Study concludes that an Oakdale Avenue location holds greater potential to deliver on community priorities and meet each goal.

Peninsula Corridor Joint Powers Board (JPB) Study Involvement

JPB staff performed technical review throughout the Study and participated in an evaluation workshop with the SFCTA, the San Francisco Public Utilities Commission, the San Francisco Municipal Transportation Agency, and the San Francisco Planning Department. JPB commented on the conceptual designs of the two station locations and participated in discussions on the service pattern assumptions used for the SFCTA's ridership estimations. JPB staff identified concerns over space constraints at both station location alternatives which led to a focused study by SFCTA to assess the feasibility of constructing a new station near Oakdale Avenue or Evans Avenue. The JPB entered into a Memorandum of Agreement (MOA) with the SFCTA for SFCTA to provide \$62,000 in funding for JPB's review of the feasibility assessment. The review considered preliminary designs and concluded that building a station in this area is technically feasible, but very expensive due to the site constraints.

Any future consideration of an infill station should be contingent upon these three key factors:

1. Manageable systemwide operational impacts;
2. Net ridership gain; and
3. External funding source to cover costs to Caltrain.

If the SFCTA secures adequate funding for the continued study of the Bayview project, including funding to cover costs incurred by Caltrain, staff recommends the following next steps:

- Given the region's fiscal constraints, conduct a cost-benefit analysis to identify the most cost-effective near-term or interim solution for improving transit access in the Bayview community.
- Develop project cost estimates that reflect recent Caltrain capital project experience, including construction in an electrified rail corridor, current unit costs, right-of-way, and other applicable delivery factors.

- Conduct operational modeling and assess service planning assumptions.

Once a future study produces findings on the three key factors, staff will return to the Board for a decision on serving a new station. In the meantime, staff will continue to coordinate and collaborate with the SFCTA to understand key factors for analysis in a future study. If SFCTA secures additional funding for the next phase of work, JPB staff time costs would be reimbursed to provide technical expertise for the next study. Staff will provide updates to the Board and seek feedback if a study for the next phase of work is initiated.

Budget Impact

There is no impact on the budget from receiving this informational update.

Prepared By: Hannah Greenberg	Planner, Systemwide Planning	07/30/2026
Kansai Uchida	Director, Systemwide Planning	07/30/2026

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee

Through: Michelle Bouchard, Executive Director

From: Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization

For: September 2026 JPB Board of Directors Meeting

Subject: **Receive Quarterly Update on Caltrain's Construction Program and Capital Delivery Projects**

☐ 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 quarterly updates covering Design and Construction Capital Projects-related activities during the reporting quarter and a preview of activities anticipated to take place during the next quarter.

Discussion

The quarterly report addresses project scope, schedule, budget, and funding. A one-page summary for each project highlights major delivery activities completed in the past quarter and key activities planned for the current quarter.

Staff are committed to providing quarterly updates to the TOPS Committee through this progress report to ensure full transparency of key aspects of the projects. The Capital Project Quarterly Progress Report will be included in the JPB Board packet, making it accessible to all Board members and the public.

Monthly Update

See attached Quarterly Progress Report for Quarter 4 (April 2026 – June 2026).

Budget Impact

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

Prepared By: Sherry L. Bullock Deputy Executive Director, Engineering,
Capital and Modernization

08/12/2026