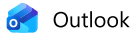


BATAC Correspondence Packet Summary List

(as of September 11, 2026)

No.	Contact	Subject
1.	Adrian Brandt	Man arrested in connection with almost a dozen Caltrain Bicycle thefts
2.	Adrian Brandt	Large non-street-legal off-road motorcycle just seen on #417
3.	Adrian Brandt	Another nice expensive bike stolen from bike car
4.	Dan Lieberman	News: Caltrain wins national safety award for second straight year
5.	Betsy Megas	Bike Lockers at San Antonio
6.	Brain Silverman	Unacceptable inaccurate communication around Mountain View station BikeLink closures
7.	Adrian Brandt	From the Caltrain community on Reddit: Bike stolen on 141 today around Belmont
8.	Adrian Brandt	Onboard cameras not easily or routinely used to investigate bike thefts?
9.	Dan Lieberman	News: Caltrain Board Plans for Potential Cuts
10.	Dan Lieberman	News: Caltrain Adopts FY27 Operating Budget and All Independent Efficiency Report
11.	Dan Lieberman	ADVISORY_ Congressman Mullin, Caltrain, San Mateo County Transportation Authority and City of Burlingame Secure \$3 Million...
12.	Vicki Odonnell	Bikes



Outlook

Man arrested in connection with almost a dozen Caltrain bicycle thefts

From Adrian Brandt <adrian.brandt@gmail.com>

Date Thu 9/3/2026 2:17 PM

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

Man arrested in connection with almost a dozen Caltrain bicycle thefts

<https://www.almanacnews.com/crime/2026/09/03/man-arrested-in-connection-with-almost-a-dozen-caltrain-bicycle-thefts/>

by **Bay City News Service**

3 hours ago



Commuters on Caltrain head to the bike car as they board the northbound train from University Avenue station in Palo Alto in August 2017. Photo by Veronica Weber.

An East Palo Alto man was arrested for allegedly stealing nearly a dozen bicycles from Caltrain, the San Mateo County Sheriff's Office announced Sept. 2.

Jesus Molina-Barajas, 28, was arrested on Sept. 1 at a hotel in Hayward and booked into the Maguire Correctional Facility in Redwood City on suspicion of grand theft of personal property and petty theft.

The Sheriff's Office is contracted by Caltrain to provide policing services along the transit corridor from San Francisco to Gilroy and investigated 10 separate reports of bicycle thefts.

Between May and August, deputies investigated the thefts, assisted by video provided by Caltrain from inside the train, eventually identifying Molina-Barajas as the suspect.

Molina-Barajas was previously arrested in September 2025 in connection with a different bicycle theft, the Sheriff's Office said.

According to sheriff's officials, deputies will continue to work collaboratively with Caltrain, which supports approximately 1.8 million bicycle trips each year, to police bicycle thefts.

Molina-Barajas was arraigned on Sept. 1 and released without bail on "supervised own recognizance" by Judge Malisha Jones.

This story was written by Adam Sutro for Bay City News



Large non-street-legal off-road motorcycle just seen on #417

From Adrian Brandt <adrian.brandt@gmail.com>

Date Fri 8/21/2026 4:38 PM

To Dan Provence <provenced@caltrain.com>; Baltazar Lopez <LopezB@caltrain.com>

Cc Caltrain, Bac (@caltrain.com) <batac@caltrain.com>; Theodore Burgwyn <burgwynt@samtrans.com>; Jerry Guaracino <guaracinoj@caltrain.com>

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

Seen on train #417 a little while ago in Sunnyvale on the 2nd (rear) bike car. The pedals are fake ... that is they turn, but aren't connected to anything. Totally illegal to ride on any public street.







Outlook

FYI: Another nice expensive bike stolen from bike car

From Adrian Brandt <adrian.brandt@gmail.com>**Date** Sat 8/15/2026 4:17 PM**To** Bargar, Cliff [cliff.bargar@gmail.com] <cliff.bargar@gmail.com>**Cc** Baltazar Lopez <LopezB@caltrain.com>; Dan Provence <provenced@caltrain.com>; Jerry Guaracino <guaracinoj@caltrain.com>; Theodore Burgwyn <burgwynt@samtrans.com>; Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

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

I checked the manufacturer's website online ([lynskeyperformance.com](https://www.lynskeyperformance.com)) and this titanium bike as configured looks to be worth around \$5,000:

<https://www.reddit.com/r/BAbike/s/e4j5rvieZR>



NEWS: Caltrain wins national safety award for second straight year

From Dan Lieberman <liebermand@samtrans.com>

Date Fri 7/17/2026 2:12 PM

To Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

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



NEWS

July 17, 2026

Media Contact: Dan Lieberman, 650.622.2492

Caltrain wins national safety award for second straight year

Caltrain has won one of the public transit industry's highest honors for safety for the second consecutive year. The [American Public Transportation Association \(APTA\) Safety Awards](#) presented to 10 public transportation providers from across the country and were based on the effectiveness, benefits, innovation and transferability of their safety practices.

"Safety is a core value at Caltrain, and one that we embrace at every level of our organization," said Caltrain Executive Director Michelle Bouchard. "We are honored by this recognition from APTA, and we will continue to improve and enhance our corridor to ensure our trains operate safely for the people who depend on them."

This year, Caltrain received a certificate of merit for APTA's Rail Safety Award. Last year, Caltrain won gold for APTA's Commuter Rail Safety Award.

"These awards celebrate the innovation and dedication of public transit agencies and their employees who work daily to protect their passengers, colleagues and the communities they serve," said APTA President and CEO Paul P. Skoutelas. "APTA congratulates the public transit agencies honored today for their strong performance in safety, security, and emergency management. Their commitment to excellence sets a positive example for the entire industry."

Caltrain is the oldest continuously operated railroad in the West, starting steam train passenger service over 160 years ago when Abraham Lincoln served as President. After 70 years of diesel trains, the Caltrain Electrification Project, with substantial federal and state

investment, introduced the new era of electrified service on the corridor in 2024. Caltrain was named the fastest growing transit system in the country in 2025.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi and the first railroad to convert from diesel to electric power in a generation.

Like us on Facebook at www.facebook.com/caltrain and follow on X [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯, 請電 1.800.660.4287.

This email was sent to batac@caltrain.com

San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA

[Unsubscribe](#)



Outlook

Bike lockers at San Antonio

From Betsy Megas <dvortygirl@gmail.com>**Date** Sat 7/4/2026 9:56 PM**To** Caltrain, Bac (@caltrain.com) <batac@caltrain.com>**Cc** Bargar, Cliff [cliff.bargar@gmail.com] <cliff.bargar@gmail.com>

You don't often get email from dvortygirl@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.

To the BATAc:

I rode Caltrain today between Santa Clara, close to home, and San Antonio, not a frequent destination for me.

I was glad to see this group of bike lockers off the north end of the platform. I'm glad there are now lockers on both sides of the platform. Having to cross and cross back unnecessarily can add time to a trip, which can mean taking a later train.

I'm glad some of them are for cargo bikes and larger bikes. One of my husband's bikes is too large to fit in a standard locker.

I am less glad about the placement. I haven't been to this station after dark, at least not lately, but I think this group could be secluded enough to be creepy after dark.

I thought that and I took the photo even before rounding the corner and finding someone camping behind them today. (You can see there's a wheel sticking out on the bottom left in the photo.)

To be clear, my request here is not to shoo this particular camper but to locate bike lockers and other station amenities where they are visible and comfortable to access, even at night and even when one is alone.



Many thanks,

Betsy Megas



Re: Public comment: unacceptable inaccurate communications around Mountain View Station BikeLink closures

From Brian Silverman <bsilver16384@gmail.com>

Date Tue 6/23/2026 9:04 AM

To Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

You don't often get email from bsilver16384@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,

An update: the bike lockers were largely closed this morning, except for a few that look like mistakes. Again, this is hours after any of the posted times for reopening.

Brian

On Thu, Jun 18, 2026, 11:24 PM Brian Silverman <bsilver16384@gmail.com> wrote:

Hello,

As you know, the Mountain View Station BikeLink lockers are being closed for the FIFA games. The communication around these closures has been inaccurate, which is completely unacceptable. I attempted to retrieve my bicycle earlier tonight, over an hour before the closure time posted on the locker, and was unable to. Even after waiting on a call with BikeLink support for 15 minutes, I was informed that there is no way to retrieve my bike tonight.

There have been three different closure times communicated, and apparently none of them are accurate:

- * <https://www.caltrain.com/worldcup26> says "Please note that bike lockers at the Mountain View Station will be closed four hours before and after each game."

- * The email I received from BikeLink says "the BikeLink eLockers at Caltrain's Mountain View Station be temporarily closed on the following dates during the World Cup", and <https://www.caltrain.com/alerts> (which is displayed on station information signs and announced out loud) says "Mountain View bike lockers closed on FIFA game days."

- * The sign posted on the locker says "Fri., June 19 at 12 a.m. through Sat., June 20 at 2 a.m. PDT" (along with corresponding dates and times for the other games).

I attempted to retrieve my bike around 10:30 PM on today, June 18, and was unable to do so.

This is a big problem for me. I get around on public transit and with my bicycle, I do not have a car. This means that I am going to waste, at at a minimum, over an hour dealing with this:

- * 15 minutes on a phone call tonight, in a dark and empty train station
- * 15 minutes walking home, through dark streets

- * 15 minutes walking to the train station tomorrow, missing my usual train and being late to work
- * 15 minutes walking home tomorrow
- * 15 minutes walking back to the train station sometime this weekend, after canceling my weekend plans to retrieve my bike so I'm not late to work again on Monday

Obviously I wish you didn't close the lockers in the first place. It seems like any security concerns can be addressed by some of the dozens of law enforcement officers who can all look inside the mesh-sided lockers, just like they can look inside the trash cans and shelters on the platform. However, if you do feel it is necessary to close them (and drive away your regular bicycle riders in favor of tourists who will ride exactly twice without any bicycles or other active transportation), I can plan around that by adjusting my working hours, taking my bike to my destination, etc. But it is impossible to plan around this if you fail to provide accurate information.

I hope you can do better next week. I will extremely disappointed if you fail to do better for future events.

Yours,
Brian



Outlook

From the caltrain community on Reddit: Bike stolen on 141 today around Belmont

From Adrian Brandt <adrian.brandt@gmail.com>

Date Thu 6/18/2026 11:15 PM

To Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

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

<https://www.reddit.com/r/caltrain/s/aj9uSVWLA3>



r/BAbike
u/ferofers • 2d • reddit

Join

My bike was stolen from Caltrain bike car in Mountain View



My Lynskey Titanium gravel bike was stolen yesterday from the Caltrain car train. The train number was #429. I already filed a police report. Please contact me if you happen to see it posted online or in person. Thanks!



225



75



1





Re-posted to r/caltrain:

<https://www.reddit.com/r/caltrain/s/n4pivLgUtH>



Onboard cameras not easily or routinely used to investigate bike thefts?

From Adrian Brandt <adrian.brandt@gmail.com>

Date Tue 6/9/2026 3:21 PM

To Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

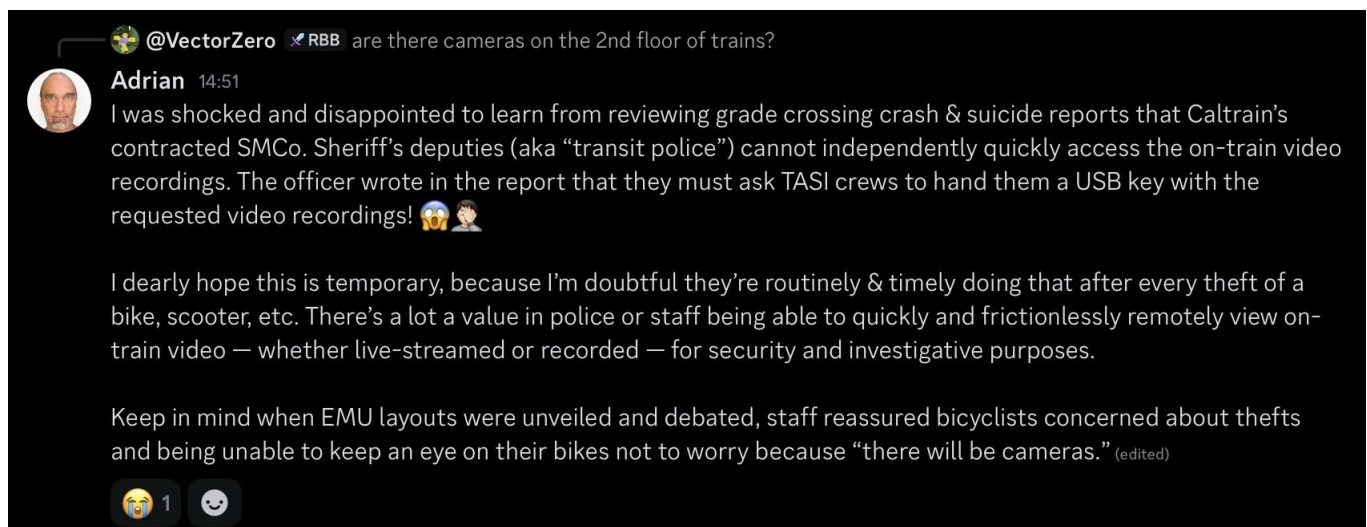
ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear BATAC,

I was shocked and disappointed to learn from reviewing grade crossing crash & suicide reports that Caltrain's contracted SMC Co. Sheriff's deputies (aka "transit police") cannot independently quickly access the on-train video recordings. The officer wrote in the report that they must ask TASI crews to hand them a USB key with the requested video recordings! 🤔👮

I dearly hope this is temporary, because I'm doubtful they're routinely & timely doing that after every theft of a bike, scooter, etc. There's a lot a value in police or staff being able to quickly and frictionlessly remotely view on-train video — whether live-streamed or recorded — for security and investigative purposes.

Keep in mind when EMU layouts were unveiled and debated, staff reassured bicyclists concerned about thefts and being unable to keep an eye on their bikes not to worry because "there will be cameras."



Maybe the BATAC can request a study session with police, crew, and staff reps on onboard where & how passengers should most effectively report bike thefts coupled with a review of timely police investigative protocol/procedures using those reports along with timely, frictionless access and review of bike car theft videos.

And what about BATAC and staff pushing for CCTV "live view" of the bike racks displayed on monitors visible in the upper level seating area? The monitors could continuously cycle through live displays of the various video cameras with views of the downstairs racks.

Thanks!

Adrian Brandt



NEWS: Caltrain Board Plans for Potential Cuts

From Dan Lieberman <liebermand@samtrans.com>

Date Mon 6/8/2026 2:00 PM

To Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

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



PRESS RELEASE

June 8, 2026

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Board Plans for Potential Cuts

Elimination of weekend service, hourly service, station closures could be required without external funding despite ridership rebounding strongly and riders reporting high satisfaction.

The Caltrain Board of Directors adopted a [framework](#) for dealing with budget shortfalls if additional revenues don't materialize this year. The Board initially discussed the scope of these potential cuts at its [April meeting](#).

The potential cuts that were presented to the Caltrain Board as part of a no external funding scenario included:

- Closing more than one-third of stations;
- Eliminating all weekend service;
- Reducing train frequency to once an hour;
- Eliminating special event service;
- Ending service by 9 p.m.; and
- Cutting segments of services

The proposed framework has principles to guide decision-making as the railroad begins the next phase of planning work that could be implemented as soon as FY28 if external funding is not secured. The guiding principles include maintaining safety first and always, minimizing risk and complying with regulations, minimizing ongoing operating and maintenance costs, maximizing ridership and revenue opportunities, providing dependable

access to the system for low income and minority communities and maximizing geographic equity in access to the system.

The framework outlines potential cost-saving measures that will be evaluated and considered absent external funding, such as service cuts impacting frequency and span, like hourly service, earlier evening shutdowns, no weekend service, station and/or segment closures, no special event service, staff cuts, deferred State of Good Repair, reduced cleaning and maintenance and retiring portions of the fleet. Additionally, the framework calls for revenue-generating measures to be considered and evaluated without external funding, such as finding additional bridge funding sources, pursuing member agency contributions, monetization of Caltrain assets and fare increases.

Caltrain has and will continue to use non-fare revenue strategies and cost-cutting efforts that are showing some results and will remain critical initiatives, but the reality remains that they cannot solve the structural deficit alone. Caltrain needs a new, stable funding source to avoid cuts that would impact service, decrease ridership, and leave the agency with a continuing structural budget deficit.

Absent a new, reliable funding source, Caltrain will be forced to make significant service and staffing cuts in summer 2027, with potentially long-lasting consequences for the millions of people who ride Caltrain every month and the businesses that depend on the newly electrified system. Caltrain ridership continues to rise, making Caltrain the [fastest growing transit agency](#) in the United States. Daily, Caltrain carries the equivalent of three lanes of Highway 101 traffic and reduced service would result in more traffic and more pollution—36,000 additional daily car trips, adding 828,000 miles of driving and generating 220 additional metric tons of CO₂ each day.

Caltrain also contributes to the local tax bases and provides major benefits in terms of economic development along its corridor. Properties near Caltrain stations have been found to be more valuable as a result, and the many downtowns Caltrain serves would likely suffer a downturn in business activity and office demand if the service were to be suspended. Cuts would weaken access to major job centers and station areas that anchor transit-oriented development and business decisions, while also diminishing local tax bases.

“Ensuring that Caltrain continue its operations is vitally important to everyone who relies on us every day,” said **Caltrain Executive Director Michelle Bouchard**. “We know we have a service that works for everyone from families getting to social events to professionals using the stress-free ride to get to work. We are faced with an existential funding crisis and the framework adopted by the Board shows us the two very different futures we need to plan for.”

“The public has made it clear that frequent, reliable service was exactly what they needed to get back on board,” said **Caltrain Board Chair Rico E. Medina**. “We are gaining riders and getting people where they need to go, every day. This framework lays out the stark reality of what we stand to lose.”

“This framework lays out the tough choices and real impacts from projected Caltrain budget deficits,” said **Caltrain Board Vice Chair Pat Burt**. “Our communities up and down the peninsula rely on Caltrain as our transit backbone. Without its strong service, we would face severe traffic congestion on highways and local roads, parking overflowing into neighborhoods, more air pollution, and a big hit on our recovering local economies.”

A [poll](#) of voters in Santa Clara, San Mateo, and San Francisco counties highlighted their overwhelming approval for Caltrain, with 82% of respondents reporting a favorable view of the transit agency, increasing to 91% among frequent riders.

Last May, the Caltrain Board voted to support SB 63, which authorized a proposed 14-year regional tax measure to fund public transit in the Bay Area and would allocate approximately 7% of its funds to Caltrain—by creating a half-cent sales tax in four counties and a one cent sales tax in San Francisco, with built-in measures to ensure effective oversight and accountability.

If the Connect Bay Area measure qualifies for the ballot and a majority of voters support the measure, it is projected to fully fund Caltrain's operating deficit for the 14-year duration of the measure. The Caltrain Board will continue refining the FY27 budget options in the coming months, alongside long-term service and financial planning efforts to address the agency's projected fiscal cliff should external funding not become available.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi and the first railroad to convert from diesel to electric power in a generation.

Follow Caltrain on [Facebook](#) and [X](#).

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯, 請電 1.800.660.4287.

This email was sent to batac@caltrain.com

San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA

[Unsubscribe](#)



NEWS: Caltrain Adopts FY27 Operating Budget and All Independent Efficiency Report Recommendations

From Dan Lieberman <lieberman@samtrans.com>

Date Thu 6/4/2026 3:09 PM

To Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

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



PRESS RELEASE

June 4, 2026

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Adopts FY27 Operating Budget and All Independent Efficiency Report Recommendations

Caltrain's Board of Directors approved its operating budget for Fiscal Year (FY) 2027 at the rail agency's monthly board meeting, as well as all recommendations for early action strategies recommended by the SB 63 Financial Efficiency Review Independent Oversight Committee's final Phase 1 report. This ensures that Caltrain service will continue its regular operation in the near term, but long-term financial challenges remain for the rail agency absent a new revenue source.

The FY27 operating budget is nearly \$270 million, with funds coming from multiple sources, including fares, GoPass, Measure RR, parking and rental income, State Transit Assistance, and most notably, a one-time loan from the state through the Metropolitan Transportation Commission (MTC) that is intended to help address transit agency operations shortfalls in the Bay Area. With a balanced budget, Caltrain is able to continue its popular electric service, running trains every 15 minutes at most stations during peak hours and half hourly service at all other times, including weekends.

Caltrain managed to adopt a balanced budget by limiting cost increases across its operations, reducing professional services, stronger than anticipated fare revenue, and the one-time state loan. The agency continues to break ridership records, shattering previous records in March of this year, and again in April, and was named the fastest growing transit agency in the United States in 2025.

The Oversight Committee's Efficiency Report recognized Caltrain's \$76 million in savings due to recent cost-saving measures. Since 2020, Caltrain has achieved over \$76 million in

cost savings, approximately 7% of the agency's operating budget over the last five years. Caltrain's cost savings were measured by MTC as required by Senate Bill (SB) 63, the Connect Bay Area act. The MTC report, issued earlier this month, showed that Caltrain's cost savings were achieved primarily through workforce controls, service optimization and operating efficiencies.

Ongoing cost-reduction measures include a targeted hiring freeze saving \$17 million, 30-minute service reducing the need for special trains, improved operator crew efficiency and reducing overtime saving \$37 million, and the integration of the maintenance of new infrastructure into existing operating contracts saving approximately \$2.1 million. Other measures include reducing professional services, temporarily deferring service increases, and efforts to reduce fuel and electricity costs.

Since Caltrain began its electrified service, these cost-saving measures have slowed the growth of operating costs, offsetting some of the inflationary pressures that many transit agencies continue to suffer from. Caltrain has also been actively pursuing additional avenues to monetize assets, through a non-fare revenue strategy.

The Efficiency report highlighted Caltrain efforts and opportunities to grow parking revenue, leasing fiber and communications assets, pursuing an energy storage project to further optimize power use, and finding new customers for Clipper BayPass and GoPass, studying ways to activate and enhance retail at stations, in addition to monetizing Caltrain's real estate holdings. Today the Caltrain board voted to approve and move forward with each of the "early action strategy" recommendations of the independent financial review committee.

"Ensuring we are responsible stewards of taxpayer money is vitally important to any public agency, regardless of the economic climate," said Michelle Bouchard, Executive Director of Caltrain. "We are hard at work finding ways to be more efficient than ever before, while still providing a safe, world class service for the people who rely on us."

Despite the important steps Caltrain is taking to control costs, generate revenue and grow ridership, Caltrain still faces an average \$75 million deficit that would start in FY28. Absent a new, reliable funding source—through a regional measure or other external support—Caltrain will be forced to make significant service and staffing cuts, with potentially long-lasting consequences for the tens of thousands of people and businesses that depend on—and have begun to benefit from—the newly electrified system. Daily, Caltrain carries as many people as three lanes of Highway 101, avoiding 36,000 additional daily car trips, 828,000 miles of driving and an additional 220 metric tons of CO₂ each day.

FY26 begins on July 1, 2026 and ends on June 30, 2027.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi and the first railroad to convert from diesel to electric power in a generation.

Follow Caltrain on [Facebook](#) and [X](#).

Free translation assistance is available. Para traducción lláma al 1.800.660.4287; 如需翻譯, 請電 1.800.660.4287.

This email was sent to batac@caltrain.com

San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA

[Unsubscribe](#)



Outlook

ADVISORY: Congressman Mullin, Caltrain, San Mateo County Transportation Authority & Burlingame City Officials Secure \$3 Million in Federal Funds for Project to Improve Safety at California's Most Dangerous Train Crossing

From Dan Lieberman <liebermand@samtrans.com>

Date Thu 5/28/2026 4:25 PM

To Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

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

Congress of the United States
Washington, DC 20515

EMBARGOED UNTIL: 11:30 a.m. June 1, 2026

PLEASE RSVP TO:

Samantha Weigel samantha.weigel@mail.house.gov 650-477-9126

Dan Lieberman LiebermanD@samtrans.com 650-622-2492

MEDIA ADVISORY – PHOTO OP & PRESS EVENT

Congressman Mullin, Caltrain, San Mateo County Transportation Authority & Burlingame City Officials Secure \$3 Million in Federal Funds for Project to Improve Safety at California's Most Dangerous Train Crossing

BURLINGAME, CA – U.S. Rep. Kevin Mullin (CA-15) is joining local leaders to announce \$3 million in federal funds that he secured to help fund the Broadway Burlingame Grade Separation Project, a critical safety improvement at what the California Public Utilities Commission has identified as California's most dangerous train crossing.

As part of the 2026 federal appropriations process, Rep. Mullin worked closely with officials from Caltrain, the San Mateo County Transportation Authority and the City of Burlingame to bring home \$3 million in Community Project Funding. Additional support is needed for this critical safety project, with the most recent estimates projecting it will cost \$615 million. During the press event, local officials will call attention to the safety hazards at the local crossing and urge state and federal agencies to prioritize funding for the grade separation.

Since being elected to Congress, Rep. Mullin has brought home \$27 million toward 30 local community projects in California's 15th Congressional District, with this \$3 million representing his largest toward any single project and a strong commitment to improving safety along the rail corridor.

WHO:

- [Congressman Kevin Mullin](#)
- Burlingame Mayor Michael Brownrigg
- Caltrain Board of Directors Chair Rico Medina
- San Mateo County Transportation Authority Chair Julia Mates

WHEN: Monday, June 1, 2026 at 11:30 a.m.

WHERE: Broadway Caltrain Station, 1190 California Drive, Burlingame CA, 94010.

###

This email was sent to batac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
[Unsubscribe](#)



Outlook

Bikes

From vicki odonnell <vickiodonnell2@icloud.com>**Date** Sat 5/2/2026 11:39 AM**To** Caltrain, Bac (@caltrain.com) <BATAC@caltrain.com>

[You don't often get email from vickiodonnell2@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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

I take public transit to work but the bus rack doesnt accomodate the 4 inch tires on many ebikes . Im now using the train. With many employers in the city having back to work mandates i worry i wont have room on train. Also the bike area should be labeled for each stop not a bike tag . I couldnt find a conductor to get a tag from.

Sent from my iPhone