

**From:** VTA Board Secretary <Board.Secretary@vta.org>

**Sent:** Wednesday, June 18, 2025 10:24 AM

**To:** VTA Board of Directors <VTABoardofDirectors@vta.org>

**Cc:** Gonot, Carolyn <Carolyn.Gonot@vta.org>; Richardson, Greg

<Greg.Richardson@vta.org>; Haywood, Scott <Scott.Haywood@VTA.Org>; Greene, Beverly

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<Aaron.Quigley@vta.org>

**Subject:** From VTA: Position of the VTA Board of Directors on Caltrain Governance

VTA Board of Directors,

As a follow up on the VTA Board's direction at the June 5 meeting, Chair Lopez sent the attached memo to Board Member Abe-Koga, summarizing the board's position on Caltrain governance to the members of Caltrain's Governance Ad Hoc Committee.

For questions, please reply to this email.

Thank you.

Santa Clara Valley Transportation Authority

3331 North First Street, Building B-1


San Jose, CA 95134-1927

Phone 408.321.7578 (desk) 408.464.7740 (mobile)



## MEMORANDUM

**TO:** Margaret Abe-Koga  
Director, Santa Clara Valley Transportation Authority Board of Directors

**FROM:** Sergio Lopez   
Chairperson, Santa Clara Valley Transportation Authority Board of Directors

**DATE:** June 17, 2025

**SUBJECT:** Position of the VTA Board of Directors on Caltrain Governance

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At the June 5 VTA Board of Directors meeting, Deputy General Manager Greg Richardson presented an update on Caltrain and the terms of the Peninsula Corridor Joint Powers Agreement (JPA). As a member agency in Caltrain, VTA has been actively following the Governance Ad Hoc Committee's efforts to address longstanding governance issues.

The JPA was last updated in 1996, and various elements of that agreement have not been consistently followed, including the allocation of Gilroy costs to VTA. While VTA supports a future restatement or amendment of the JPA, there does not currently appear to be a consensus among all Caltrain member agencies to do so. Once the "fair share" funding framework is resolved, VTA strongly contends that it is necessary for all parties to pursue the restatement of the JPA to eliminate existing confusion and ambiguity.

With respect to Gilroy service, it is VTA's position that the entire system should be treated as one single system, with costs allocated appropriately. However, in recognition of current discussions, VTA accepts the allocation of net operating costs (defined as total operating costs less related revenues) for Gilroy service, as defined in the current JPA. This allocation should be time-limited based on the activation of major system changes, such as, a successful state-funded battery electric train south of the Caltrain mainline (San Francisco to San Jose Tamien station) or the state-supported extension of Caltrain south of Gilroy to Salinas. VTA also asserts that operating costs related to future extensions of Caltrain to the north (such as The Portal in San Francisco) should be defined as separate services from the currently defined "Mainline service" in the JPA and allocated in a comparable fashion. Finally, VTA will seek approval rights related to the Caltrain budget and service levels specific to Gilroy operations.

The determination of Caltrain member agency "fair share" contributions is one of the most critical parts of the governance ad hoc committee's discussions. VTA believes that Measure RR and potential new revenue measures should be attributed to the respective county to determine any remaining member agency contribution. The net operating cost methodology currently under consideration should be based on weekday all-day boardings by county, with formula results

being updated each biennial cycle based on the latest ridership and relevant tax revenue data. The methodology, inclusive of any revenue measure attribution as referenced above, should be employed at all times regardless of any deficit position for Caltrain. Any excess contributions by a county in a given year may be applied to future net operating cost member agency contributions or its contribution for capital projects.

While VTA is committed to supporting Caltrain as a critical regional rail service, this support is ultimately contingent on the identification of a sustainable funding source. If an alternative source, such as a successful 2026 regional revenue measure, is not secured, VTA will not have sufficient resources to contribute new funding toward Caltrain operations.

This reflects the position of the VTA Board of Directors, following discussion and action on June 5, 2025. VTA looks forward to concluding the Governance Ad Hoc Committee process at the July 23, 2025, meeting.

**From:** VTA Board Secretary <Board.Secretary@vta.org>

**Sent:** Thursday, June 19, 2025 12:37 PM

**To:** VTA Board Secretary <Board.Secretary@vta.org>; VTA Board of Directors <VTABoardofDirectors@vta.org>; VTA Advisory Committee Members <VTAA AdvisoryCommitteeMembers@vta.org>

**Subject:** VTA's BART Phase II: July 2025 Construction Update

Board of Directors, Citizens Advisory Committee Members, and 2016 Measure B Oversight Committee Members:

Please see attached the BART Phase II construction update.

If you have any questions please respond to this email.

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**





# July 2025 Construction Update

VTa's BART Silicon Valley Phase II (BSVII) Project continues to progress construction activities at the West Portal at Newhall Yard & Maintenance Facility.

Construction activities are within VTA-owned property bounded by Brokaw Road, Newhall Drive, Coleman Avenue, and the railroad tracks. July marks the first full month of nighttime construction.

## Anticipated Work in July – What to Expect:

Construction activities will occur **Monday through Saturday from 6 a.m. to 4 a.m.** at the West Portal site.

### Day work will include:

- **Site Preparation:** Crews will dig, drill, and level the ground. Expect visible machines and low humming noise during drilling.
- **Tunnel Wall Foundation Work:** Digging deep holes and filling them with steel and concrete to build strong tunnel walls. Expect some loud noises.
- **Crane Assembly:** Crews are putting together large cranes that will be used to lift heavy equipment and materials. Expect metal sounds and large construction equipment seen on the site.
- **Guide Wall Construction:** Construction of guide walls will help direct the large soil mixing and cutter machines needed to build the support walls underground for the launch structure.

### Day and night work will include:

- **Improving Ground Support:** Mixing cement and soil to improve ground stability. Expect continuous drilling and mixing activities and noise from large machines.
- **Support Wall Construction:** Underground support wall construction, including excavation, lifting operations, and concrete placement.
- **Truck Activity:** Expect additional truck activity on Newhall Drive, Brokaw Road, and Coleman Avenue.





# July 2025 Construction Update



## Night Work Considerations

- To ensure safety and visibility during night work, additional lighting will be used and aimed downward toward the site to protect workers and minimize light towards homes.
- Nearby residents may expect flashing of safety lights from construction vehicles. White (low) noise back-up alarms will be used for safety.
- A 16-foot and 24-foot noise curtain is being installed between the construction site and the rail corridor to help reduce noise to nearby residential properties. The taller section of the noise curtain is adjacent to the where the most activity will be occurring.

## Construction Progress Made in May and June



*Installation of desander equipment that removes sand from wet construction material to help keep equipment running smoothly and the site clean.*







## July 2025 Construction Update



*Night work commenced at the West Portal construction site on June 9th.*



*Noise curtain installation next to the train tracks to help reduce noise for nearby residents.*



*Crews covering the duct bank with soil to finish installation.*



*Site grading and leveling continues following removal of the original project trailers.*





# July 2025 Construction Update



*Reinforcing steel cages that are pre-tied and staged for efficiency and safety. These cages will be used to form the support walls underground for the launch structure.*

## Have a Question for us about BSVII?

### Contact Us

- Visit with the External Affairs Team located at **2830 De La Cruz Boulevard, Santa Clara** – Tuesday through Thursday between 8:00 a.m. and 5:00 p.m.
- **Email:** [vtabart@vtabsv.com](mailto:vtabart@vtabsv.com)
- **Call:** (408) 321-2345

Learn more about the Project by visiting [www.vtabart.org](http://www.vtabart.org) and receive construction updates by subscribing [here](#).

