

From: VTA Board Secretary
Sent: Monday, July 7, 2025 1:47 PM
To: VTA Board Secretary
Cc: Gonot, Carolyn; Richardson, Greg; Greene, Beverly
Subject: From VTA: MTC presentation on SB 63 (Update)

VTA Board of Directors,

As requested, attached is the recent comprehensive presentation from MTC regarding SB 63. This was presented to the Commission on June 25, 2025.

For more details, please click this link:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=7445629&GUID=C329C67E-AF6D-4B82-80C2-BBDFE69FA274>. This link includes the handout regarding the Transit Transformation Progress.

For questions, please reply to this email.

Santa Clara Valley Transportation Authority
3331 North First Street,
San Jose, CA 95134-1927



SB 63 Transportation Revenue Measure Update

June 25, 2025



METROPOLITAN TRANSPORTATION COMMISSION



SB 63's Current Provisions

Applies to Alameda, Contra Costa, S.F. with option for San Mateo & Santa Clara to join.

- ▶ 10-15 year duration
- ▶ ½-cent sales tax, but variable rates are under consideration
- ▶ **Up to 10% per year for Transit Transformation to grow ridership**
- ▶ Portion to avert major service cuts on BART, Caltrain, AC Transit, and Muni, plus funding for feeder bus in participating counties
- ▶ Remainder to be used for local transit priorities to be determined by county transportation agencies



May 2025 Commission Meeting Draft Rider Improvement Expenditure Plan Proposal

Proposed Expenditures from a \$55 Million Annual Investment

10% of Revenue from a Four County (ALA, CC, SF, SM) ½ Cent Sales Tax Measure*

\$25 million

Delivering More Integrated and Equitable Fares

\$10 million

Facilitating Seamless Transit Navigation for All

\$15 million

Making Transit More Reliable

\$5 million

Ensuring Access for All

What Benefits Do Riders Get From This Investment over a 10-year period?

A more affordable, easier to navigate, faster, and more accessible regional transit system.



Transit Fares

- Funds new free and discounted transfers — estimated to increase daily ridership by 30,000 (\$17M)
- Expands Clipper START to make transit more affordable for an additional ~100,000 riders (\$8M)



Mapping & Wayfinding

- Phased deployment of standardized maps, bus flags and signage at rail stations, ferry terminals, transit hubs, and bus stops to make navigating transit easy for all riders.



Transit Priority

- ~ 75+ “hot spot” interventions to get buses out of traffic
- One to two corridor-wide projects like SFMTA’s Geary Rapid project



Accessibility

- Operations support for one-seat paratransit rides
- Mobility management programs at the county level
- First and last mile transit access

*Assumes 10% of measure funding is dedicated to “Transit Transformation.” A three or five county measure would provide a different funding level, requiring adjustments to program budget.

MTC ABAG Legislation Committee Discussion

- Top Priority: Prevent major service cuts, while also delivering real improvements for riders
- Mixed views on the 10% set-aside – many felt it's too high, others too low – but all acknowledged need to balance priorities.
- Direction to prioritize rider-focused outcomes that:
 - Have a clear benefit to riders
 - Drive ridership
 - Require both coordinated action and regional funding to be effective
- Strong support for fare programs and accessibility – seen as advancing all three priorities
- Support for making it easier and faster to move through the system (i.e. wayfinding and transit priority) – but some suggested cost burden should fall on locals, not regional funds.

Rider-Focused Improvement Objectives

Deliver Tangible Public Benefit aligned with Rider Priorities

Prioritize high-return improvements that directly enhance the near-term rider experience and support ridership growth. Investment decisions should reflect what the Bay Area public has identified as important through surveys and polling — such as affordability, convenience, and ease of use across the system.

Balance Scale and Impact

Identify what can realistically be delivered within a funding level that preserves the measure's ability to prevent major service cuts. The goal is not to fund everything — it's to provide funding for the most impactful improvements without undermining the broader fiscal stability of the system.

Target TRM Rider-Focused Funds Where Regional Investment is Needed

Identify which improvements must be funded and administered at the regional level to achieve benefit across up to five counties. In other cases, the regional role may be to establish standards and pilot solutions, with project delivery and funding led by local partners.

Taxpayer Benefit

Ensure investments provide direct benefits to taxpayers contributing to the measure, consistent with MTC's adopted SB 63 principle of fairness.

Transit Fares: \$25 M/Year (Not Scalable)

Investment	Rider Benefit	Taxpayer Benefits
Free & Reduced Cost Transfers \$17 million/year waives transfers from bus to bus and lowers the cost of transferring from a bus to BART, Caltrain or a ferry by \$2.85 for the life of the measure.	30,000 new transit rides/day \$1,500 savings/year per rider.*	Between 91-98% of total transfers involve transit agencies serving the three – five counties considering participating in the regional transportation revenue measure.
Double Clipper START Capacity \$8 million/year funds regional contribution to double Clipper START capacity from 100,000 to an estimated 200,000. Clipper START offers 50% discount to low-income Bay Area adults who aren't eligible for similar discounts for youth and seniors.	Increase affordability for 100,000 transit riders 64% users report taking more transit	Between 94-99% Clipper START usage is on transit agencies serving the three – five counties. Between 420k – 650k adults live in the three – five counties in households earning <200% of the federal poverty line.

*An average rider who transfers between bus and rail or ferry on both ends of a trip would save \$5.70 per day.

Accessibility (\$10 M/Year)

Investment	Rider Benefit	Taxpayer Benefit
<p>Accessibility upgrades</p> <p>Improved paratransit services and enhanced access to fixed-route transit. Examples:</p> <ul style="list-style-type: none">• Uniform paratransit eligibility (\$100k-\$300k)• Initiate one-seat rides across paratransit service boundaries (\$100k-\$1M)• First/last mile improvements	<p>900,000</p> <p>Seniors and people with disabilities live in Alameda, Contra Costa, San Francisco and San Mateo Counties.</p>	<p>Improvements would be funded in participating counties in proportion to revenue generated; MTC to coordinate with CTAs and partners in coordinated plans on expenditure priorities.</p>



Improve mobility and access to services for older adults and people with disabilities to give more Bay Area residents freedom to get around the region independently.



Mapping & Wayfinding & Transit Priority (\$10 M/Year)

Investment	Rider Benefit	Taxpayer Benefit
Information upgrades at intermodal hubs that are essential for system usability, but unlikely to be prioritized by individual operators	92% Bay Area residents want easy to use & uniform mapping and signage	
Moving Buses out of Traffic Transit priority improvements on key regional corridors require coordination and funding that spans jurisdictions	30-40% decrease in delay 15-20% increase in reliability	Funds would only be spent in participating counties; MTC to coordinate with CTAs and operators to prioritize.



Rider-Focused Transit Improvements: Staff Recommendation

At a minimum, the regional measure should:

- Implement free and reduced-cost transfers for duration of measure
- Double Clipper START capacity to serve an additional 100,000 low-income riders
- Deliver meaningful accessibility improvements
- Improve navigation through deployment of new Mapping and Wayfinding standards at intermodal hubs
- Speed up buses through transit priority improvements on corridors that cross county lines

Summary of Proposed Spending Plan	
Fare Integration Programs	\$25 Million
Accessibility improvements	\$10 million
Mapping & Wayfinding & Transit Priority	\$10 Million
Total	\$45 Million

From: VTA Board Secretary
Sent: Tuesday, July 8, 2025 9:20 AM
To: VTA Board of Directors
Cc: Gonot, Carolyn; Haywood, Scott; Richardson, Greg
Subject: From VTA: Appointment of New Chief Financial Officer

VTA Board of Directors:

Please see the attached announcement from Carolyn M. Gonot, General Manager/CEO.


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**



MEMORANDUM

TO: VTA Board of Directors

FROM: Carolyn M. Gonot, General Manager/CEO 

DATE: July 08, 2025

SUBJECT: Chief Financial Officer Announcement

I am pleased to announce the addition of Tatiana Starostina as the new Chief Financial Officer for VTA. Tatiana will have direct oversight of the following areas:

- Accounting, Finance and Budget led by Jayden Sangha
- Technology led by Richard Bertalan
- Procurement led by Nicole Chapman

Tatiana's first day in the office will be July 21, 2025.

Tatiana comes to us from Los Angeles World Airports (LAWA), although most of us still refer to it as LAX, where she has served as the Assistant General Manager/Chief Financial Officer for the past five years. At LAX, Tatiana was responsible for a \$1.2 billion operating budget, a \$30 billion multi-phased capital program, and a \$11 billion debt portfolio. Prior to joining LAX, Tatiana spent time in the Bay Area as the Assistant Director of Aviation – Business and Strategy and the Manager of Financial Planning for the Port of Oakland. Tatiana started her professional career in the US in 2003 with United Airlines, then moved to the Port of Portland in 2011 before moving to Oakland.

Tatiana earned her diploma (Bachelor of Science equivalent) from Moscow State Finance Academy and later earned her Master of Business Administration from The Kellogg School of Management at Northwestern University.

Tatiana will be moving to the Bay Area soon where she will be able to continue her passion for rowing, along with her love of camping on the Sonoma coast and skiing in Tahoe.

Tatiana's arrival will also facilitate the permanent move of Greg Richardson to the Office of the General Manager as the Deputy General Manager. In his role Greg will be assisting me in internal operations and strategic planning throughout the organization.

Please join me in congratulating Greg and welcoming Tatiana to our team.

From: VTA Board Secretary
Sent: Tuesday, July 8, 2025 12:25 PM
To: VTA Board of Directors
Subject: From VTA: VTA Recognized as a Certified Age-Friendly Employer








Dear Board Members,

We are pleased to share that the Santa Clara Valley Transportation Authority has been officially recognized as a **Certified Age-Friendly Employer by the Age-Friendly Institute**, a nationally respected organization that evaluates and promotes age-inclusive workplace practices.

This certification distinguishes VTA as a forward-thinking public agency that values the contributions of seasoned professionals and actively fosters a multigenerational workforce. We are proud to be the only public transit agency in California, and one of the few nationwide, to receive this designation.

Why This Matters

- More than 950 employees, over 40% of our workforce, are aged 50 or older, contributing institutional knowledge, leadership, and critical expertise across departments.
- This recognition affirms our strategic commitment to:
 -  Age-neutral hiring and recruitment practices
 -  Pay equity across all classifications
 -  Ergonomic support, wellness resources, and pre-retirement planning
 -  Reemployment pathways through our retired annuitant program
 -  Training that promotes intergenerational collaboration and inclusion

Organizational Benefits

- Reduced turnover and onboarding costs
- Stronger retention and knowledge transfer
- Enhanced operational continuity and customer satisfaction
- Greater visibility as an employer of choice in today's competitive labor market

This designation not only reflects VTA's inclusive values, it also strengthens our long-term workforce stability and service excellence. It serves as a model for how public agencies can address workforce challenges by investing in experience, equity, and strategic retention.

Please feel free to reach out if you'd like more information about the certification process or the programs that contributed to this recognition, or visit the [Age-Friendly Institute website](#).

From: VTA Board Secretary

Sent: Tuesday, July 8, 2025 2:18 PM

To: VTA Board of Directors; VTA Advisory Committee Members

Subject: From VTA: Press Release: VTA Recognized as a Certified Age-Friendly Employer



VTA Recognized as a Certified Age-Friendly Employer by the Age-Friendly Institute

Only Transit Agency in California to Receive National Designation

San Jose, CA – The Santa Clara Valley Transportation Authority proudly announces its designation as a **Certified Age-Friendly Employer**, recognizing the agency’s strategic efforts to leverage the experience, institutional knowledge, and reliability of professionals aged 50 and above.

VTA is the **only public transit agency in California**, and among the few nationwide, to earn this prestigious designation. More than **950 employees aged 50+**, representing over **40% of the workforce**, contribute essential leadership, operational continuity, and customer service excellence throughout the agency.

The Certified Age-Friendly Employer program evaluated VTA across twelve key performance areas, including recruitment and retention, institutional knowledge retention, workplace accommodations, and pay equity. VTA’s results-driven workforce strategy demonstrated measurable benefits such as improved retention, reduced onboarding expenses, and enhanced organizational resilience.

Key workforce strategies that contributed to certification include:

- Age-neutral recruitment and promotion policies
- Pay equity audits across classifications
- Ergonomic accommodation and wellness initiatives
- Pre-retirement and financial planning resources
- A retired annuitant program enabling experienced employees to return in advisory or part-time roles
- Mandatory implicit bias training, including age-diversity content
- Ongoing exploration of multi-generational workforce development

By recognizing the business value of experience, VTA is addressing talent shortages while optimizing long-term performance and customer satisfaction. The certification also reinforces VTA’s role as an innovator in public-sector workforce planning.

To learn more about the Certified Age-Friendly Employer program, visit:

<https://institute.agefriendly.com/initiatives/certified-age-friendly-employer-program/>

About VTA:

The Santa Clara Valley Transportation Authority (VTA) provides sustainable, accessible, and innovative public transportation solutions to the people of Santa Clara County. VTA is committed to building an inclusive and resilient workforce that reflects the diversity of the communities it serves.

From: VTA Board Secretary
Sent: Wednesday, July 9, 2025 2:22 PM
To: VTA Board of Directors
Subject: From VTA: Letter to Senators Wiener and Arreguin

Board of Directors:

Attached is a letter from VTA Board Chairperson Sergio Lopez, addressed to Senators Wiener and Arreguín, which outlines the VTA Board of Directors perspective on SB 63.

For questions, please reply 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 9, 2025

The Honorable Scott Wiener
California State Senate
1021 O Street, Suite 8620
Sacramento, CA 95814

The Honorable Jesse Arreguín
California State Senate
1021 O Street, Room 6710
Sacramento, CA 95814

RE: VTA Board of Directors Input on SB 63

Dear Senators Wiener and Arreguín,

As Chair Santa Clara Valley Transportation Authority (VTA) Board of Directors, I appreciate your invitation to join Senate Bill 63 (SB 63) and your work to support critical transit operations throughout the Bay Area. As VTA Board leadership, I write to share our perspective on what would be needed for a productive discussion and, ultimately, a decision on Santa Clara County's potential participation in the measure.

The authors' collaborative approach on SB 63 is appreciated. Our county's participation in this potential measure depends on VTA's ability to close our current budget gap and deficits, restore service through our Visionary Network Plan, and meet an estimated \$23 million annual Caltrain obligation, while ensuring transparency and accountability in expenditures. As it stands, any funding for Caltrain from Santa Clara County would need to come from a new revenue measure to avoid potential harmful local service cuts. In order to protect and increase service levels while maintaining our regional funding obligations, VTA recommends an approach that maintains to the greatest extent possible each county Transportation Agency's traditional role in funding, programming, and oversight.

As the largest county in the Bay Area region, Santa Clara County residents, workers, and commuters depend on our general fund expenditures to maintain our current transit service for our residents and workers, address unmet transit needs to curb emissions and congestion, and provide transit for projected growth. VTA, to a greater extent than many other counties in our region, depends heavily on sales tax for operations and capital projects, as our voters have repeatedly taxed ourselves in order to fund these critical services. With the expiration of our VTA 2000 Measure A county sales tax on the horizon, it is even more vital that a regional measure be structured in a way that ensures VTA's ability to restore and expand transit service, as well as funding transit-supportive capital projects. With this in mind, we request your consideration on the following points:

- 1. Return Funds Above Transit Transformation to Counties to Maintain Local Decision-Making**

All sales tax revenue generated in Santa Clara County, after meeting clearly defined commitments to Caltrain and the agreed-upon share for Transit Transformation, should be

returned to VTA for local programming and oversight. Local agencies are best positioned to efficiently prioritize and manage expenditures to best deliver and even increase services to meet the needs of our communities.

To ensure equity and transparency to our voters, we recommend that SB 63 include clear language preventing the reallocation of these local funds to any other purpose over and beyond the Transit Transformation levels. Preserving return-to-source is essential to maintaining public trust and accountability, building voter support for the tax, and ensuring that Santa Clara County can meet both current and future transportation needs in the face of current deficits.

2. Tax Rate and Duration

VTA prefers a tax duration of 15 years and urges that the new measure not expire in 2036 — the same year which one of our primary funding measures, 2000's Measure A, expires, which would otherwise threaten a fiscal cliff for our county. As SB 63 would not replace the need to ultimately renew this funding measure, a duration of more than 10 years therefore ensures there is no conflict with the renewal of a county measure that is critical to VTA operations and projects. For the currently proposed measure, VTA would consider alignment with San Mateo on rate options, whether at $\frac{1}{4}$ -cent or $\frac{1}{2}$ -cent.

3. Governing Entity for Funding

If it is deemed necessary that a new governing board is created, board representation should be limited to the counties participating in the measure. Alternately, a new governing body, similar to the creation of the Bay Area Infrastructure Financing Authority (BAIFA), with the board comprised solely of the Metropolitan Transportation Commission (MTC) commissioners of the participating counties. Whatever the proposed structure, we urge transparency to allow for a full board discussion and accountability to our residents.

To maximize funding for transit for as many residents as possible, we urge you to limit administrative costs associated with implementing this new tax district while providing flexibility for the MTC to seek reimbursement for one-time, unexpected and unavoidable expenses (subject to transparent review and approval). Any additional one-time or legal costs related to the implementation of the new sales tax program should be approved in a transparent and public process by the MTC Commission or new governing district, as appropriate.

4. Transit Transformation

While our board has not recommended a specific funding level for Transit Transformation funds, we urge a range of no more than 3 percent (or at most \$10 million annually per county) for regional programs and activities. Santa Clara County will remain committed in delivering transit transformation projects and programs within the county where the revenues were generated, which in Santa Clara County would allow for the possibility of truly transformational projects such as Transit Signal Priority, which would improve rider experience and potentially increase service usage, driving down emissions and congestion.

The MTC commission recently recommended that the authors amend the bill to cap the transit transformation set-aside at \$45 million. VTA recommends aligning SB 63 language with this updated policy direction. Of that amount, we reiterate that no more than \$10 million annually should be allocated from Santa Clara County for regional coordination programs. Should Santa Clara County join this measure, we recommend that regional funding for transit signal priority projects should focus on major corridors that cross county lines *and* major corridors within a county as large as Santa Clara.

5. Regional Obligations

Santa Clara County has been proactive in funding its local and regional transportation obligations. We have a bilateral agreement with BART and our voters approved a tax in 2008 for capital, operations and maintenance of that service. Similarly, our voters supported Measure RR to provide much-needed funding for Caltrain in 2020. Santa Clara County is committed to its fair share obligation to transit agencies of regional significance. We feel strongly, however, that our voters will not support the use of sales taxes generated in this county for transit agencies that do not serve Santa Clara County.

We recognize the regional importance of Caltrain and support its continued stability and sustainability in the strongest possible terms. VTA supports the authors' intent that Caltrain funding obligations be determined through the existing governance structure of the Caltrain Joint Powers Board (JPB). Each partner's share should be established through internal negotiations and agreements among each JPB member, to ensure an equitable division of Caltrain costs. We appreciate that SB 63 recognizes the importance of allowing the JPB flexibility to manage and allocate financial responsibilities in a manner that reflects the unique fiscal conditions and service priorities of each partner agency.

6. Any Conditions on Funding

To allow for consideration of the measure on its own merits and a focused discussion about what is best for our regional transit system, no additional conditions should be placed on the funding other than agreed upon in your legislation. In addition, it is important that transit-supportive capital projects are permissible for funding from the county's revenues remaining after meeting specified regional commitments. For example, VTA could fund needed light rail vehicles and buses to support additional service for the Visionary Network implementation and traffic signal upgrades for transit signal priority.

7. Transparency

VTA believes that transparency throughout this process is critical. The development of county-level and regional Transit Transformation expenditure plans should occur in an open fashion, to ensure a level playing field and the incorporation of input from staff and board members alike. We appreciate the authors' openness to discussion and input through what we recognize is a highly complex process.

8. No Additional Conditions or Substantive Changes Following Opt-In Deadline

We acknowledge the August 11 deadline to “opt in” provided in your legislation, as well as the complex and dynamic nature of the legislative process. Currently, we are planning on considering potentially opting in to SB 63 at the August 7 Board meeting. To ensure transparency and maintain public trust from both Board members and the public, any potential legislative position taken by VTA would be limited to the bill in print at the time of our Board action.

To date, the VTA Board has had many robust discussions on SB 63 and these points are intended to summarize issues that have been raised and which we believe will be critical for informing the Board’s position on SB 63. VTA and its partner agencies in Santa Clara County thank you for your diligence and long-standing support for public transit in the Bay Area.

I am grateful for the invitation to join you and our peer transit operators in the region on a potential future measure and for the time to evaluate how to best meet our unique funding and operational needs. VTA and its partners stand ready to continue to discuss any of these points in advance of Board action on August 7, and we are happily available for any further discussions which would help make these efforts successful.

Sincerely,



Sergio Lopez
Chair, Santa Clara County Transportation Authority

Cc:

Assembly Speaker Robert Rivas
Assemblymember Patrick Ahrens
Assemblymember Marc Berman
Assemblymember Alex Lee
Assemblymember Ash Kalra
Assemblymember Gail Pellerin
Senator Josh Becker
Senator Dave Cortese
Senator Aisha Wahab
Santa Clara Valley Transportation Authority Board of Directors
Santa Clara Valley Transportation Authority General Manager/CEO Carolyn Gonot
Santa Clara Valley Transportation Authority Chief Government Affairs Officer Beverly Greene

From: VTA Board Secretary
Sent: Friday, July 11, 2025 4:03 PM
To: VTA Board of Directors
Subject: VTA Correspondence: Week Ending July 11, 2025

VTA Board of Directors:

We are forwarding to you the following correspondence:

From	Topic
Robert Padgett, Managing Director for Capitol Corridor	Memo re: CC service disruption on July 4, 2025

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**



From: Robert Padgette
To: Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; Bruce Houdesheldt; Ken.Broadway; Suzannejones; rdickinson; tschaefer; rbrewer; Patrick Kennedy; Melissa Lee; Sudhanshu Jain; sellcouncil; sbird_fordixoncitycouncil; sbird_dixonpd; sbird; Alma Hernandez; cmoy; JChapman; lucas.frerichs; lucasf; mayra.veg
Cc: Robert Franklin; Byron Toma; David Melko; mclick; aadams; JDrake; Gonzalez-Estay, Manolo R; Greene, Beverly; Daryl Halls; kgregana; Robert Guerrero; Autumn Bernstein; bvaughanbechtold; Robert Franklin; Jennifer Halpern; Sandra Schrimsher; Mag Tatum; Jeana Zelan; Robert Powers; Monique Salas; Michael Jones; Jordi Simms; Joseph Beach; Michaela Morales; tismith; gkirbyson; DValdezJones; avan; afeeney; jlowe; mogaveror; mlee; mle; mcasorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; jmasiclat; Iruiz; vjaimes; cgagnon; Tara.Thronson; emily.ault; michaelspell; fudvarhely; Shane Edwards; Alicia Trost; Steven Shatz; Gradinger, Kyle; CCJPA Staff; Brian Soland
[EXTERNAL] Capitol Corridor Service Disruption: July 4 Suspicious Devices near Port Costa
Monday, July 7, 2025 5:04:31 PM
Subject: image005.png
Date: image006.png
Attachments: CC Service Disruption - July 4 Suspicious Device near Port Costa.pdf

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2150 WEBSTER STREET
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OAKLAND, CA 94612
(V) 510.464.6995
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www.capitolcorridor.org

MEMO

To: CCJPA Board Directors
From: Robert Padgette, Managing Director
Date: July 7, 2025
Subject: Capitol Corridor Service Disruption: July 4 Suspicious Devices near Port Costa

I am writing to inform you of a significant service disruption that occurred on Friday, July 4, 2025, due to multiple suspicious devices found along the Union Pacific Martinez Subdivision near Port Costa (Milepost 28.21). The incident began around 2:00 PM PST and resulted in multiple Capitol Corridor train delays and cancellations throughout the day.

Union Pacific immediately suspended all rail traffic through the affected area. Local law enforcement and the U.S. Air Force Bomb Squad from Travis Air Force Base were dispatched to investigate the incident. Several suspicious devices were discovered near the right-of-way, prompting an extended closure of the rail line and the precautionary return of trains to their origin points.

Despite efforts to resume limited service, the timing of the threat and the prolonged emergency response led to widespread impacts across the corridor. After the bomb squad secured the devices and ensured there was no risk to the surrounding area, the tracks were reopened at approximately 6:20 PM PST; however, operational plans had already been implemented to cancel or adjust remaining train movements for the day.

Below is a summary of the affected trains:

San Joaquins

713 – Held at Martinez; terminated
715 – Terminated at Martinez
716 – Held before Martinez; returned to Oakland Yard (cancelled)
717 – Cancelled.
718 – Cancelled.

Capitol Corridor

732 – Held in Richmond; 10 Min Delay, continued service.
734 – Held in Richmond; terminated and returned to Oakland Yard.
736 – Held in Richmond; 3 Hour Delay, continued to Auburn.
738 – Cancelled.
742 – Held for warehouse fire at Oakland Coliseum; 5-hour delay.
744 – Cancelled.
746 – Cancelled.
748 – Cancelled.
741 – Held at Martinez; terminated and returned to SAC. Approximately 30 passengers transferred via bus to Richmond BART.
743 – Held at Martinez; 1 hour 43 Minutes Delay. Approximately 170 passengers transferred via bus to Richmond BART.

745 – Cancelled.
747 – Cancelled.
749 – Cancelled.
751 – Cancelled.

We continue to work with our partners at Union Pacific and Amtrak as they investigate the origin of the devices. Thank you for your understanding and continued support as we prioritize the safety and security of riders and staff.

If you have any questions, please feel free to reach out to Leo Sanchez, Deputy Managing Director at LeoS@CapitolCorridor.org.



Robert Padgette
Managing Director

Cc:

Robert Powers	Alicia Trost
Jeana Zelan	Byron Toma
Joe Beach	Steven Shatz
Bob Franklin	Kyle Gradinger, Caltrans Division of Rail and Mass Transit
Shane Edwards	SCG Members

Rob Padgette
Managing Director
Capitol Corridor Joint Powers Authority
2150 Webster St, 3rd Floor, Oakland, CA 94612