From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Monday, December 15, 2025 8:09 AM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: Stuff the Bus was a Success! video included

Contact: VTA Media Relations
(408) 464-7810 (no texts)

December 13, 2025

Thank You to Our Community for Stuffing the Bus!

LINK TO B-ROLL AND SOUNDBITES

SAN JOSE, CA – Individual donors, community groups, elected officials and civic clubs all helped make VTA's annual Stuff the Bus event a huge success once again!

The event wrapped up Saturday afternoon after a full day of donations filled one and a half 40-foot buses with new, unwrapped toys for the *Toys for Tots* campaign.

The Santa Clara Valley Transportation Authority (VTA) has teamed up with the U.S. Marine Corps Toys for Tots program and Christmas in the Park for more than 20 years to bring holiday joy to children in our community at the annual **"Stuff the Bus"** event.

VTA Board Chair and Campbell Mayor Sergio Lopez, joined alternate board member and San Jose City Council Member Michael Mulcahy and board member and Santa Clara County Supervisor Margaret Aber-Koga at the event. (soundbites in link above) U.S. Marines helped load donations into the bus with a convenient drive-thru lane on Market Street at Downtown San Jose's Cesar Chavez Park.

With support from partners and the community, VTA is proud to help lift spirits, make wishes come true, and fill the bus with holiday joy throughout Santa Clara County. All donations will be passed on to the Toys for Tots project for distribution.

About VTA

The Santa Clara Valley Transportation Authority (VTA) is an independent special district that provides sustainable, accessible, community-focused transportation options that are innovative, environmentally responsible, and promote the vitality of our region. VTA is responsible for bus, light rail, and paratransit operations and serves as the county's congestion management agency. Visit www.vta.org.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Monday, December 15, 2025 5:50 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: VTA Board Elects Sergio Lopez to Historic Second Consecutive Term as Board Chair

Contact: Media.Relations@VTA.org
408-464-7810 (no texts)

December 8, 2025

VTA Board Elects Sergio Lopez to Historic Second Consecutive Term as Board Chair

San Jose, CA – The Valley Transportation Authority (VTA) Board of Directors has elected Campbell Mayor Sergio Lopez to serve a second consecutive term as VTA Board Chair. It is the first time for a board chair to serve consecutive terms, since VTA made the allowance in 2021.

Lopez's re-election reflects the Board's confidence in his collaborative leadership and commitment to strengthening transit throughout Santa Clara County.

During his second term, Lopez will advance key priorities from his first year as Chair, including strengthening governance and accountability, improving Board orientation and operational transparency, and supporting progress on major capital projects such as the BART Silicon Valley Phase II Extension. He will also continue efforts to enhance workplace culture and ensure VTA is prepared to serve riders during major regional events in the coming years.

The Board also voted for San Jose Mayor Matt Mahan to continue serving as Vice Chair for the coming year, maintaining continuity in leadership as VTA advances key projects and priorities.

The new leadership terms begin immediately and will run through December 2025.

About VTA

Santa Clara Valley Transportation Authority (VTA) is an independent special district that is responsible for bus, light rail and paratransit operations, transportation planning, and serves as the county's congestion management agency.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Monday, December 15, 2025 5:51 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: Stuff the Bus was a Success! video included

Contact: VTA Media Relations
(408) 464-7810 (no texts)

December 13, 2025

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helped load donations into the bus with a convenient drive-thru lane on Market Street at Downtown San Jose's Cesar Chavez Park.

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From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, December 16, 2025 8:37 AM
To: VTA Board Secretary <Board.Secretary@vta.org>
Subject: From VTA: EBRC Referral follow Up re: vibration impacts

VTA Board of Directors and EBRC PAB Members:

Attached for your review and reference is the follow-up memorandum (with attachments) regarding the referral on the Eastridge to BART Regional Connector Project (EBRC). This memo provides additional information on the referral response provided at the November 6, 2025, VTA Board of Directors meeting regarding residential and business impacts related to the EBRC construction.

If you have any questions, please reply to this email.

Thank you.

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

Santa Clara Valley Transportation Authority
Solutions that move you

Santa Clara Valley Transportation Authority

MEMORANDUM

TO: VTA Board of Directors
EBRC Policy Advisory Board

FROM: Greg Richardson, Deputy General Manager Greg Richardson

THROUGH: Carolyn M. Gonot, General Manager/CEO Carolyn M Gonot

DATE: December 15, 2025

SUBJECT: Eastridge to BART Regional Connector Project (EBRC) – Referral Follow Up: Vibration Impacts from Construction

---

At the November Board of Directors meeting, staff provided initial responses to the referral received at the October Board meeting regarding residential and business impacts related to the EBRC project. This memo, and the information attached, provides additional information for consideration by the Board of Directors and the EBRC Policy Advisory Board. The focus of this material provides further context and detail regarding residential impacts and mitigation efforts underway. A subsequent memo will provide further detail on the business impact with a focus on financial relief already provided along with plans to mitigate current construction impacts.

The Eastridge to BART Regional Connector Project (EBRC), a 2.4-mile extension of VTA's light rail system, is currently under construction. This important infrastructure project expands mobility for a historically underserved community in East San Jose, adding two additional light rail stations and connectivity to the Milpitas BART Station. The project has enjoyed strong community support over twenty years, with local, regional and state funding.

Recent community feedback expressed concerns regarding levels of vibration and project mitigation efforts. While construction of large infrastructure projects within an urban area does create neighborhood disruptions, the project team has implemented many measures to limit and respond to concerns of vibration and noise impacts. To date, these impacts are aligned with anticipated impacts that are detailed within the project's environmental documents and shared with the community in advance of construction.

Residences along the project and vibration monitoring
There are roughly 160 homes along the project corridor. During the planning process the environmental report determined the anticipated vibrations along the first row of homes adjacent to the project. The report recommended monitoring for 55 homes that had potential to experience vibration above the Federal Transit Administration (FTA) threshold for potential damage due to construction vibration. Approximately 50% of the homes agreed for pre- construction inspection of their homes to document existing conditions.

The project has installed several noise and vibration monitors to record actual readings during construction. Actual vibrations were recorded and were found to be within the range outlined in the project environmental document. Based on the actual vibration readings, the project team has prepared a white paper (as an attachment to this memo) outlining the field conditions and the extent to where it is reasonable to expect some minor level of cosmetic damage to the property. Cosmetic damage is superficial damage such as hairline cracks in plaster, mortar (not through bricks), or stucco, minor separation of caulking, and cracked tile.

FTA guidelines on damage potential

The Federal Transit Administration (FTA) has brought together findings from many of the studies to create practical criteria for assessing the potential for building damage during the construction of transit projects as outlined in the White Paper for Home Damage Claims. The vibration is measured in Peak Particle Velocity (PPV), and the EBRC project uses the conservative value of 0.2 in/sec as the threshold for cosmetic damage potential for all single-family residences within the project area, the FTA threshold for potential damage. The actual vibration readings we obtained during construction are in this range of 0.2in/sec at some homes.

Home damage claims process and approach to resolution

To date VTA has received ten home damage complaints. It is important for the project to address complaints quickly and be fair and reasonable throughout the construction of the light rail project. Complaints received are first forwarded to the Contractor, MCM-Rail works, who sends the insurance adjuster for investigation. To date, the insurance company has not found evidence to conclude that any of the damage mentioned in the claims are certainly caused by construction. The VTA project team is reevaluating insurance company findings on whether there is a <u>likely possibility</u> of construction related damage. If there is a likelihood, the project will perform repairs on construction-related damage or will financially compensate the homeowner. Of the ten complaints received to date, VTA has resolved three with financial compensation, in negotiations with three and evaluating the remaining four claims.

Actual vibration readings and validation of claims

It is worth noting that the attached technical analysis shows the limit of impact to be rather close to the construction site. To set proper expectations for the policy makers and the community, it is likely property damage claims originating from homes outside the identified area of influence for damage will be denied by the project team.

W H I T E P A P E R

To: **Ven Prasad, P.E.**
VTA

From: **Christopher N. Layman Jr., Ph.D., INCE Bd. Cert.**
Radial Acoustics, Inc.

Date: **November 10, 2025**

Subject: **Eastridge to BART Regional Connector (EBRC) – Damage Potential Due to Construction Vibration**

INTRODUCTION

This white paper has been prepared to help residents and local officials understand how the potential for building damage from construction vibration is evaluated for the Eastridge to BART Regional Connector Project (EBRC). Construction activities such as pile installation and heavy equipment operation can produce noticeable ground vibration, which sometimes raises questions about possible effects on nearby structures. Drawing on decades of research and established guidance from the Federal Transit Administration and other technical sources, this document explains how vibration criteria are applied, their likelihood for exceedance, and if occurring, what kind of damage may be expected.

DAMAGE DUE TO CONSTRUCTION ACTIVITIES

The effects of vibration on structures have been the subject of extensive research, with much of the work originating in the mining industry. Over time, researchers[1-3] have developed guidelines to describe how buildings respond to different types of vibration, both short bursts (called transient vibrations) and longer-lasting or repeated motion (called continuous or steady-state vibrations). The Federal Transit Administration (FTA)[4] has brought together findings from many of these studies to create practical criteria for assessing the potential for building damage during the construction of transit projects. These criteria are summarized in Table 1. In addition to building damage, researchers have also identified vibration levels that people feel or find annoying; those criteria are shown in Table 2.

Table 1: FTA Construction Vibration Damage Risk Criteria

Building Category	Peak Particle Velocity (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Table 2: Vibration Annoyance Potential Criteria

Human Response[1]	Maximum PPV (in/sec)	
	Transient Source	Continuous Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4
Notes: [1]These are highly subjective responses and are not to be indicative of any potential damage.		

When engineers measure vibration, they often describe it using peak particle velocity (PPV); essentially, how fast a point on the ground moves back and forth during the vibration. PPV is widely recognized as the best indicator of whether vibration might cause cosmetic or structural damage to buildings.

The EBRC project uses the conservative value of 0.2 in/s as the threshold for cosmetic damage potential for all single-family residences within the project area*. It's important to understand what this threshold represents. The 0.2 in/s value should not be viewed as a strict dividing line between damage risk and no risk at all. Instead, it represents a point where the chance of damage begins to increase for a specific class of buildings. Below 0.2 in/s, the probability of cosmetic damage becomes very low and approaches vanishingly small values as the vibration level decreases. In practical terms, vibration levels below this threshold are expected to pose little to no risk of minor cosmetic damage to normal residences at a Type III Building Category. Table 3 below shows typical vibration levels and what kinds of effects, if any, may occur to buildings at those levels.

It is noted that cosmetic damage is superficial damage such as hairline cracks in plaster, mortar (not through bricks), or stucco, minor separation of caulking, and cracked tile. It does not include cracked foundations, misaligned door and window frames, or distortion of load bearing elements.

Table 3: Building Response to Vibration Levels

Effect on Building	Peak Particle Velocity (in/sec)
Very remote probability of any type of damage to the most at-risk structures.	0.02[1]
Recommended upper amplitude of the vibration to which ruins and ancient monuments should be subjected.	0.08
Virtually no risk of any cosmetic damage to normal buildings and dwellings.	0.1
Threshold for risk of cosmetic damage to normal dwellings - houses with plastered walls and ceilings.	0.2
Vibrations at a greater amplitude than typical road traffic but may cause cosmetic damage for normal buildings and possibly minor structural damage for very fragile or pre-damaged structures.	0.4 – 0.6
Notes: [1]A level of 0.02 in/s may be felt in some instances depending on the vibration source	

The likelihood of vibration related damage to any specific building is dependent on its age and current condition. A well-maintained home is less likely to experience any issues, while an older structure that already has wear and tear could be more sensitive. A few key points help put things in perspective:

* For reference, Caltrans adopts the same 0.2 in/s threshold for their construction projects.

1. **Cracks are common in all homes.** Small cracks can form over time from normal settling, changes in temperature, humidity, or construction materials - even without any nearby construction activity.
2. **People often notice existing cracks only after construction begins.** When vibration is felt, homeowners naturally look more closely at their walls and ceilings. This often leads to discovering cracks that were already there but hadn't been noticed before.
3. **Most of these cracks are purely cosmetic.** They don't affect the structural safety of the building and can usually be repaired with simple patching or repainting.
4. **Everyday sources can create more vibration than construction.** Things like slamming doors, kids running inside, or heavy trucks driving by can shake a house more than many types of construction work.
5. **People can feel vibration long before it can affect a building.** Humans are very sensitive - we can detect vibration that is far too small to cause any harm to a structure.

VIBRATION LEVELS AT BRENFORD DRIVE

Figure 1 shows sensitive receptors along the southbound lane of Capitol Expressway between 2586 and 2556 Brenford Dr., and their relation to the column Bents used to support the EBRC guideway. During the period of December 2024 and January 2025 two vibration monitoring stations were placed in this section to monitor pile installation at Bents 22, 23, and 24. One (VM-7) was placed at 2582 Brenford Dr and one (VM-4) at 2564 Brenford Dr. As shown in this area, sensitive receptors directly opposite the three Bents are all at the same offset distance, about 75-76 ft. Three receptors are highlighted to determine the peak particle velocities (PPV) at those residences during this timeframe.

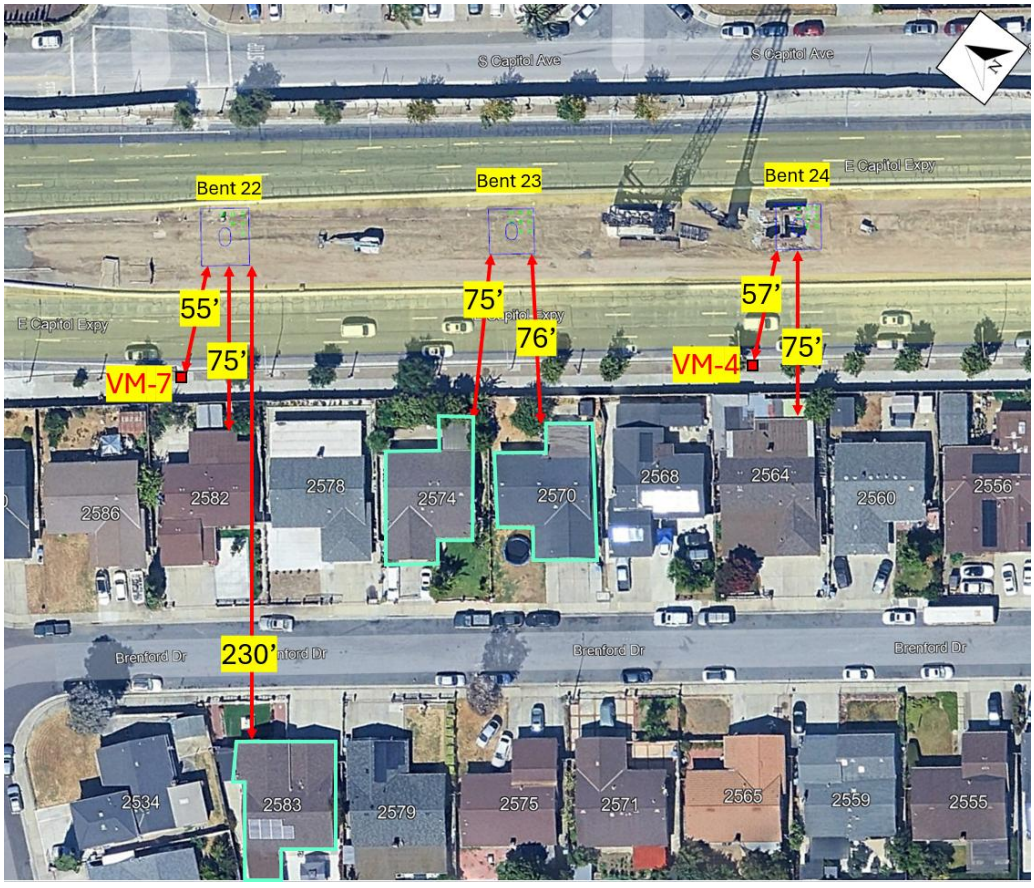

Figure 1: Sensitive Receptors on Brenford Drive

Because vibration monitors were not located at the receptor foundations, the measured vibration levels must be adjusted to account for the additional setback distance of the home. Figure 2 shows the maximum PPV measured at VM-4 (△) and VM-7 (●) during the time frame of December 2024 to January 2025, as well as the estimated PPV at 2570/2574 Brenford Dr (■). Tabulated estimates are shown in Table 4. Additionally, the figure shows the vibration versus distance measured during the installation of test piles at Bent 42 as well as the vibration curve used during the 2019 Supplemental Environmental Impact Report (SEIR). As can be seen, the SEIR curve generally predicts levels in line with measurements, except for distances closer than about 65 ft where the SEIR curve predicts higher levels, a conservative approach. Based on this, it is reasonable to use the SEIR curve to extrapolate to further distances from the measured positions. Because Bents 22, 23, and 24 are all about the same distance from their nearest receptor, and the monitors VM-4 (near Bent 24) and VM-7 (near Bent 22) showed similar levels, it is also reasonable to assume that vibration levels during installation of Bent 23 would be similar.

As shown in Figure 2, the maximum PPV levels at VM-4 and VM-7 occurred on 1/14/2025 and 1/23/2025, respectively. However, the Shoring and Pile Installation Log indicated that piling was completed at Bent 23 on 12/17/2024. So, the maximum vibrations levels seen at 2570/2574 Brenford Dr. would likely not have occurred after this date.

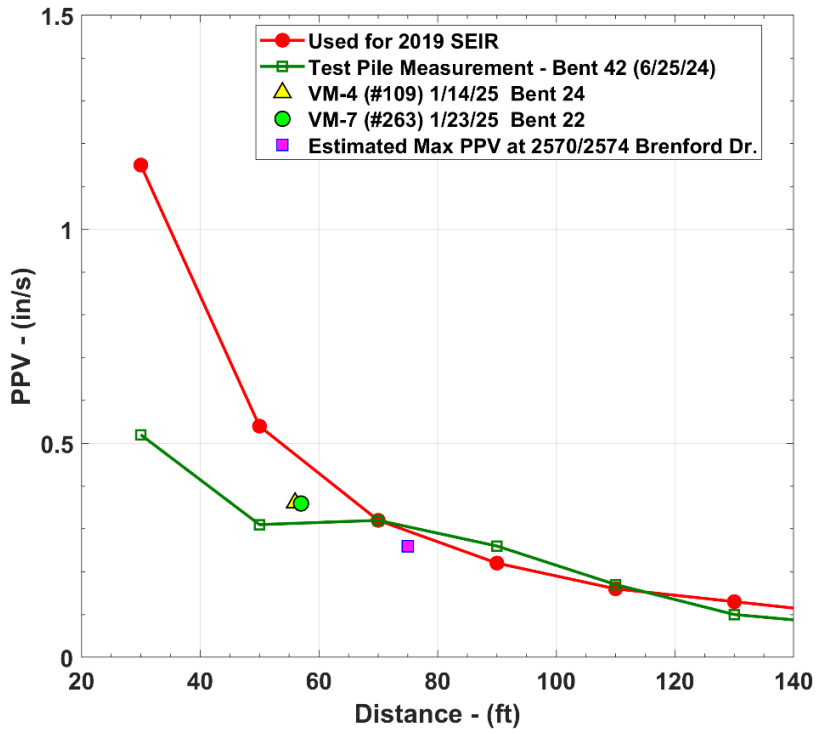

Figure 2: PPV Versus Distance

Table 4: Values of Estimated PPV at Selected Sensitive Receptors on Brenford Drive

Address	Distance to Closest Bent, ft	Maximum Estimated PPV at Receptor, in/s
2574 Brenford Dr.	75 (Bent 23)	0.26
2570 Brenford Dr.	76 (Bent 23)	0.26
2583 Brenford Dr.	230 (Bent 22)	0.07

VIBRATION LEVELS AT ALFRED WAY

Figure 3 shows a sensitive receptor at 2497 Alfred Way. Between August and October 2025, pile installation was performed at Bents 43 to 48. As shown in Figure 3, the closest vibration monitor was near Bent 45, while the closest Bent to the receptor is Bent 43*. It is noted that this receptor was not included in the 2019 SEIR Report because it is well outside the screening distance. Nevertheless, the vibration level is now estimated at this location based on the maximum reading during the August-October 2025 timeframe at VM-2. The maximum PPV at VM-2 was 0.4608 in/s on 10/18/2025. Using this reference value, the estimated PPV at the receptor was calculated and is shown in Table 5.

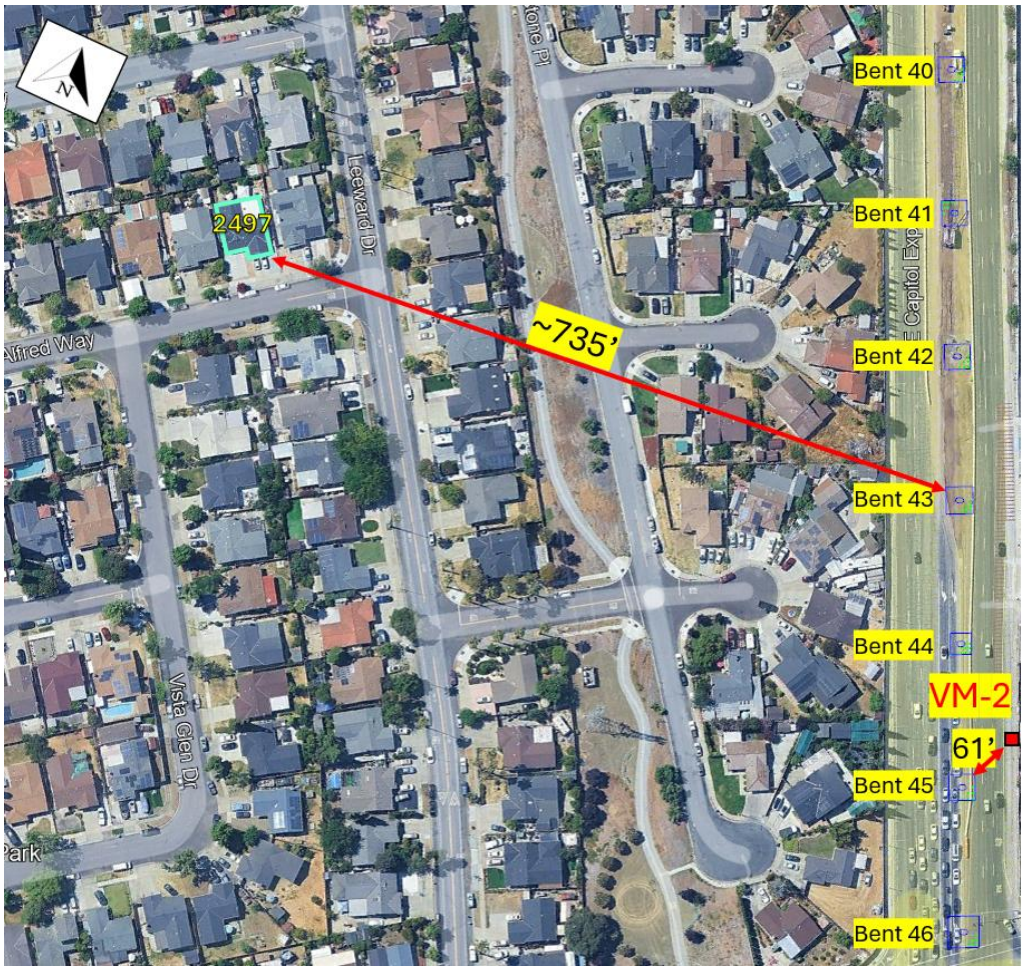

Figure 3: Sensitive Receptor on Alfred Way

Table 5: Value of Estimated PPV at 2497 Alfred Way

Address	Distance to Closest Bent, ft	Maximum Estimated PPV at Receptor, in/s
2497 Alfred Way	735 (Bent 43)	0.01

* Bent 43 was used as the closest Bent to 2497 Alfred Way because pile installation did not occur at Bents 40 to 42 in this timeframe.

DAMAGE ASSESSMENT FOR SELECTED RECEPTORS

Table 6 presents a summary of the findings for the concerned receptors and provides a qualitative assessment of the potential damage effects due to the expected vibration levels.

Table 6: Summary of Estimated PPV and Damage Potential Assessment

Address	Distance to Closest Bent, ft	Max. Estimated PPV at Receptor Foundation, in/s	Damage Potential Assessment
2574 Brenford Dr.	75 (Bent 23)	0.26	This level is slightly above the threshold for cosmetic damage. Vibrations at this level are typically perceptible to occupants, one might notice rattling of loose windows panes, light fixtures, or loose household objects. While risk of damage is lower, it could include minor hairline cracks of drywall or ceiling corner. Flaking of paint or small separation of caulking/trim. Slight widening or lengthening of existing surface cracks in mortar or concrete, but no initiation of new surface cracks in these materials.
2570 Brenford Dr.	76 (Bent 23)	0.26	Same as above.
2583 Brenford Dr.	230 (Bent 22)	0.07	Above threshold of human perception of vibration, but well below damage threshold. Minor rattle of loose objects or loose window panes. No cracking, flaking or visible surface effects.
2497 Alfred Way	735 (Bent 43)	0.01	Threshold of human perception of vibration and far below any damage threshold. Vibrations at this level are insignificant for building materials.

CONCLUSION

This evaluation confirms that vibration levels associated with EBRC construction activities continue to be found within a range consistent with the analysis conducted for the 2019 SEIR; the red curve in Figure 2. Therefore, use of that vibration versus distance curve to evaluate regions of potential vibration influence is still appropriate. Minor cosmetic effects, such as small pre-existing crack movement or minor surface flaking, are possible at some receptors based on the analysis, but it is unlikely to be widespread or worsen substantially.

REFERENCES

[1] Wiss, J. F. 1981. Construction vibrations: state-of-the-art. Journal of the Geotechnical Division 107(GT2):167–181.

[2] Whiffen, A. C. 1971. A survey of traffic-induced vibrations. (Report LR419.) Crowthorne, Berkshire, England: United Kingdom Department of Environment, Road Research Laboratory.

[3] Siskind, D. E., V. J. Stachura, M. S. Stagg, and J. W. Kopp. 1980. Structure response and damage produced by airblast from surface mining. (Report of Investigations 8485.) Washington, DC: U.S. Bureau of Mines.

[4] Federal Transit Administration. 2018. Transit noise and vibration impact assessment. DOT-T-95-16. Office of Planning. Washington, DC. Prepared by Harris Miller Miller & Hanson, Inc., Burlington, MA.

ATTACHMENT

Home Damage Claim Process

1. *Take photos and submit claim form*
2. *MCM will review claim*
3. *MCM will make determination*
4. *If approved, MCM to pay claim*
5. *If not approved, VTA to review*
6. *If VTA approves, VTA will compensate or send contractor to repair*

*If claim is denied after both sets of review, homeowners can pursue legal remedy

Valley Transportation Authority

To submit a home damage claim, email community.outreach@vta.org

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Thursday, December 18, 2025 7:41 PM
To: VTA Board of Directors
Cc: Smith, Patrice < Gonot, Carolyn < >; Richardson, Greg < >; Haywood, Scott >; Garza, Michelle < >
Subject: From VTA: BART Inspector General Report on BSVII Safety Oversight

Board of Directors:

Please see the attached letter from the Patrice Smith, Chief Communications Officer.

If you have 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**

Santa Clara Valley Transportation Authority

Solutions that move you

Santa Clara Valley Transportation Authority

MEMORANDUM

TO: VTA Board of Directors

FROM: Tom Maguire, Chief Megaprojects Delivery Officer Tom Maguire

DATE: December 18, 2025

SUBJECT: Summary of BART Inspector General Report Related to BSVII Safety Oversight

---

We were recently informed that the BART Office of the Inspector General (IG) is scheduled to issue a report on December 19, 2025, regarding safety oversight and governance of BART Silicon Valley Phase II (BSVII). We want to ensure the Board is aware of the report and its key conclusions in advance of its release. The review was initiated in response to a whistleblower complaint alleging unresolved safety concerns from BART's 2017–18 design discussions with Santa Clara Valley Transportation Authority (VTA).

The IG concludes that those historical safety concerns have been addressed in the current single-bore design. BART's safety and operational requirements are fully incorporated into the BSVII Design Criteria, and prior issues—including platform configuration, tunnel ventilation, emergency egress, and code compliance—have been resolved consistent with BART standards. The report further confirms that safety oversight remains robust, with continued involvement from BART Fire and Life Safety staff, the San José Fire Department and the Santa Clara Fire Department.

The IG's primary critique relates to governance and transparency rather than technical adequacy. While the underlying safety issues have been resolved, limited Board-level and public discussion has led to "mixed messages" and perceived gaps in transparency. To address this, the IG recommends more structured, recurring briefings to the BART Board focused on safety, standards compliance, and risk.

BART management concurred with the IG's assessment and committed to corrective actions that include enhanced information sharing with the BART Board, coordination of joint committee meetings with VTA, and regular Board presentations on standards compliance and risk.

Implementation will occur within practical constraints, including ongoing meeting-calendar conflicts and a draft joint committee schedule that currently includes four meetings in 2026.
VTA was not directly involved in the IG investigation and did not develop the corrective actions.

However, the report reflects BART staff's acknowledgment that VTA has meaningfully incorporated BART's safety input throughout the design process. The IG's ultimate conclusion—that BART's design requirements are being met—reinforces that assessment.

In summary, the IG report provides assurance that BSVII safety concerns have been resolved, and appropriate oversight is in place, while highlighting opportunities to strengthen Board-level communication and transparency as the project advances toward final design. VTA is delivering a highly complex infrastructure project and remains committed to working collaboratively with BART to achieve the highest safety and operational standards. As with any long-term partnership, challenges arise; VTA views these moments as opportunities to strengthen coordination, reinforce transparency, and maintain public confidence.

Please note that the report will be distributed by email to media outlets and to individuals who have opted to receive updates from the IG. The official report will also be posted on the IG's website and shared on social media platforms that are separate from BART.

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, December 19, 2025 4:47 PM
To: VTA Board of Directors
Subject: From VTA: VTA Correspondence: Weeks Ending December 12, 2025 and December 19, 2025

Board of Directors,

Attached is correspondence for the weeks ending December 12, 2025 and December 19, 2025 as described below.

From	Topic
Robert Padgette, CCJPA	Capitol Corridor Service Disruption: Train 541 Trespasser Incident - Albany, CA - December 8, 2025
Planning Commission	Planning Commission Agenda and Supplemental Information for 12/18/25 meeting
MTC-ABAG	Plan Bay Area 2050+
Interested Citizens	Standing Committee Restructuring

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**

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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; Linda Sell; sbird_fordixoncitycouncil; sbird_dixonpd; sbird; Alma Hernandez (ahernandez); cmoy; JChapman; lucas.frerichs; lucasf; mayra.vega
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; Alfonzo Rigel; Joseph Beach; Michaela Morales; tlsmith; gkirbyson; DValdezJones; avan; afeeney; jlowe; mogaveror; mlee; mle; mcasorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; jmasiclat; lruiz; vjaimes; cgagnon; Tara.Thronson; emily.ault; michaelspelis; fudvarhely; Shane Edwards; Alicia Trost; Steven Shatz; Gradinger, Kyle; CCJPA Staff
Subject: [EXTERNAL] Capitol Corridor Service Disruption: Train 541 Trespasser Incident - Albany, CA - December 8, 2025
Date: Tuesday, December 9, 2025 3:37:29 PM
Attachments: image001.png; CC Service Disruption - Train 541 Trespasser Incident Albany, CA 12.08.2025.pdf

CAPITOL CORRIDOR JOINT POWERS AUTHORITY
2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

MEMO

To: **CCJPA Board Directors**

From: **Robert Padgette, Managing Director**

Date: **December 9, 2025**

Subject: **Capitol Corridor Service Disruption: Train 541 Trespasser Incident - Albany, CA – December 8, 2025**

This memo is regarding a Trespasser incident in the city of Albany, CA that occurred on Monday afternoon, December 8, 2025.

Incident Summary:
At around 2:30pm, train 541 struck and fatally injured a trespasser approximately four miles west of Richmond Station in the City of Albany. This incident did not occur on a public highway crossing at grade. Local police and fire responded to the scene along with a special agent from Union Pacific Railroad and Amtrak Management. There were no initial reports of injuries to 20 passengers or crew, and no reports of damage to equipment. BART provided mutual aid between Berryessa and Richmond, and the tracks were reopened at 5:00pm. The incident train was removed from service upon arrival at Oakland, necessitating the cancellation of trains 540 and 549. Other CCJPA train delays are detailed below.

Associated CCJPA Train Delays:
541 – Two and a half hours
543 – One hour
549 – Cancelled
536 – Two hours
538 – One hour
540 – Cancelled
550 – Thirty minutes

If you have any questions, please feel free to reach out to Charles Franz, Manager of Transportation at CharlesF@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

Rob Padgette
Managing Director
Capitol Corridor Joint Powers Authority Phone:

rd

From: Planning Commission
To: Planning Commission
Subject: [EXTERNAL] Agenda: Planning Commission 12/18/25 Meeting
Date: Thursday, December 11, 2025 10:41:20 AM
Attachments: image001.png

Good morning,

The agenda and related materials for the December 18, 2025 meeting of the Planning Commission are now available online at:

https://sccgov.iqm2.com/Citizens/Detail_Meeting.aspx?ID=16778

Members of the public may access the virtual meeting through the following link:

https://sccgov-org.zoom.us/j/86272780930 (recommended) or by smart phone at (669) 219-2599, Meeting ID 8627 278 0930# (participant ID not required)

Please do not hesitate to contact our office with any questions.

Regards,

Peggy Doyle
Deputy Clerk
Clerk of the Board
Santa Clara County
East Wing, 10th Floor
70 West Hedding Street
San Jose, CA 95110

peggy.doyle

From: MTC-ABAG
Sent: Friday, December 12, 2025 10:58 AM
To: VTA Board Secretary
Subject: [EXTERNAL] One Week Left for Public Comment — Draft Plan Bay Area 2050+

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

Comment Deadline Approaching

View this information online in English
在網上查看中文版詳情
Ver la información en línea en español

The public comment period for Draft Plan Bay Area 2050+ and the Plan Bay Area 2050+ Draft Environmental Impact Report (EIR) will close on **Thursday, December 18, at 5 p.m.**

Submit Written Comments

Draft Plan Bay Area 2050+

- Use the online comment form at planbayarea.org/draftplan
- Email info@planbayarea.org (subject line: "Draft Plan")
- Mail comments to:
  MTC Public Information Office
  Attn: Plan Bay Area
  375 Beale Street, Suite 800
  San Francisco, CA 94105

Plan Bay Area 2050+ Draft EIR

- Use the online comment form at planbayarea.org/2050/environmental-impact-report-eir
- Email eircomments@bayareametro.gov (subject line: “Draft EIR”)
- Mail comments to:
  MTC Public Information Office
  Attn: Draft EIR Comments
  375 Beale Street, Suite 800
  San Francisco, CA 94105

Leave a Voicemail

Call the Plan Bay Area public information line at (415) 778-2292 and record your comment.
Read Draft Plan Bay Area 2050+ and its supplemental reports at planbayarea.org/draftplan, review the Draft EIR at https://planbayarea.org/2050/environmental-impact-report-eir. **All comments must be received by Thursday, December 18, 2025 at 5 p.m.**

Request assistance! | ¡Solicita ayuda! | 請求幫助!

For translation, interpretation and any other assistance, call (415) 778.6757. Three working days’ notice is required.
Para traducción, interpretación u otra asistencia, llame al (415) 778.6757. Se requiere aviso con tres días hábiles de anticipación.
如需翻譯，口譯或其他協助，請提前三個工作日致電(415) 778.6757

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, December 19, 2025 10:37 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: Parking Compliance

Board of Directors:

Please see the attached memo. If you have questions please contact Greg Richardson, Assistant General Manager, or Jessie O'Malley Solis, Director of Multimodal Planning & Real Estate.

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**

Santa Clara Valley Transportation Authority

Solutions that move you

Santa Clara Valley Transportation Authority

MEMORANDUM

TO: VTA Board of Directors

FROM: Patrice Smith, Chief Communications Officer

DATE: December 19, 2025

SUBJECT: Building Code Compliance Order – Santa Teresa Safe Parking Site

I am writing to inform you that VTA has received a Building Code compliance order from the City of San José regarding the safe parking site near the Santa Teresa Light Rail Station. We are currently working with the City to address this matter and will provide a more detailed update on Monday.

In the meantime, if you have any questions, please contact Greg Richardson or Jessie O'Malley Solis.

Thank you.