

**From:** VTA Board Secretary

**Sent:** Friday, January 30, 2026 4:31 PM

**To:** VTA Board of Directors

**Cc:** Richardson, Greg ; Gonot, Carolyn ; Haywood, Scott

**Subject:** From VTA: Clipper 2 Update

Board of Directors:

Please see the attached memo from Greg Richardson, Deputy General Manager, regarding Clipper 2.

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**





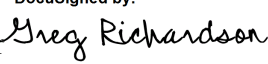
## MEMORANDUM

**TO:** VTA Board of Directors

**FROM:** Greg Richardson, Deputy General Manager

**DATE:** January 30, 2026

**SUBJECT:** Clipper 2 Upgrade Impacts on VTA Riders

DocuSigned by:  
  
 16A7C55F42334A8...

The rollout of the upgraded Clipper 2 system on December 10, 2025 was intended to be a significant enhancement, enabling contactless credit and debit card payments, free and discounted transfers, instant value reloads, online applications for youth and senior cards, and other customer benefits. While contactless payments are functioning as intended, many issues exist negatively impacting the overall upgrade.

Throughout the region the upgrade has faced many challenges leading to widespread customer frustration, increased customer service calls, complaints from constituents to your offices, and negative media coverage. Staff, along with a representative from MTC, will provide further updates at the February 5<sup>th</sup> Board meeting; however, we wanted to provide this brief update as early context.

Riders have reported a broad range of challenges with their Clipper accounts, including:

- Loss of access to value on mobile or physical Clipper cards issued before migration.
- Ticket vending machines not reliably loading value; however, paper tickets are properly functioning.
- Auto-reload and transit passes not migrating correctly.
- Intermittent outages of the Clipper app and website with incomplete or inaccurate transaction histories.

Issues more specific to VTA and our customers include:

- SmartPass – we have opened tickets on four institutions due to cards not working
- Fare Inspector devices not working properly creating frustration for customers and fare inspectors
- Express Bus routes charging local fares rather than express route fare

All General Managers of the Bay Area's regional transit agencies are receiving daily updates from MTC and Cubic, the Clipper system integrator and service provider. These updates track known issues, mitigation efforts, and system performance. While progress has been slow, incremental improvements are being made to address problems related to the upgrade.

VTA staff are working closely with MTC and the Clipper team to track issues, advocate for fixes, and improve communication as problems are addressed. VTA Customer Service has received a high volume of calls and continues to assist riders to the extent possible.

We will keep the Board informed as the Clipper system stabilizes and as efforts continue to reduce impacts on VTA riders.

**From:** VTA Board Secretary

**Sent:** Friday, January 30, 2026 5:13 PM

**To:** VTA Board of Directors

**Subject:** From VTA: VTA Correspondence: Week Ending January 30, 2026

Board of Directors,

Attached is correspondence for the week ending January 30, 2026 as described below.

<b>From</b>	<b>Topic</b>
Santa Clara County Planning Commission	1/29/26 Planning Commission Meeting Agenda Packet and Supplemental Information
Mimi Kyi	CCJPA Board of Directors Meeting - Wednesday, February 18, 2026 at 10:00AM
David Dearborn	Public Comment
Dan Lieberman	Caltrain eNews - January 2026
Sonia Humphrey	LAFCO Agenda Packet Now Available - 2/4/26 Meeting

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:** [Planning Commission](#)  
**Subject:** [EXTERNAL] Supplemental Information: Planning Commission 1/29/26 Meeting  
**Date:** Monday, January 26, 2026 2:56:27 PM  
**Attachments:** [image001.png](#)  
**Importance:** High

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Good afternoon,

The following supplemental information has been added to the January 29, 2026 agenda:

**Item No. 5:** [Public hearing to consider an appeal of the November 21, 2025 decision by the Department of Planning and Development to deem incomplete a concurrent land use application for the Quicksilver Estates housing development project, consisting of a Major Subdivision and Grading Approval for 44 units of housing \(38 single-family residences and 6 below-market rate single-family residences\) on an approximately 16.8-acre parcel. Appellant: Carl Gutekunst. Applicant: Jim Campbell \(ROEM Development\). Property Owner: Robert Emami. Property Address/Location: 19960 Almaden Road, San José \(Assessor's Parcel No. 742-06-031\). Zoning: A-20Ac-d1-sr. Supervisorial District: Five. File No.: PLN25-128-SB330-APL1.](#)

- [Public Comment](#) 📌 **Supplemental Information**

**Item No. 14:** [Receive correspondence, if any.](#)

- [Sargent Ranch Quarry](#) 📌 **Supplemental Information**

The agenda and related materials, including the above supplemental information, may be viewed online at:

[https://sccgov.iqm2.com/Citizens/Detail\\_Meeting.aspx?ID=17970](https://sccgov.iqm2.com/Citizens/Detail_Meeting.aspx?ID=17970)

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

<https://sccgov-org.zoom.us/j/82400764911> (recommended) or by smart phone at (669) 219-2599, Meeting ID 824 0076 491# (participant ID not required)

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

Warm Regards,  
**Cynthia M. Murray**  
Board Clerk II  
Clerk of the Board | Board of Supervisors

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**From:** Mimi Kyi

**Sent:** Tuesday, January 27, 2026 10:43 AM

**To:** Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; Bruce Houdesheldt; Ken Broadway; Suzanne Jones; R Dickinson; T Schaefer; R Brewer; Patrick Kennedy; Melissa Lee; Sudhanshu Jain; Linda Sell; S Bird; Alma Hernandez; C Moy; J Chapman; Lucas Frerichs; Lucas F; Mayra Vega

**Cc:** Robert Padgett ; Robert Franklin; Byron Toma; David Melko; M Click; A Adams; J Drake; Gonzalez-Estay, Manolo R; Greene, Beverly; Daryl Halls; K Gregana; Robert Guerrero; Autumn Bernstein; B Vaughn Bechtold; Robert Franklin; Jennifer Halpern; Sandra Schrimsher; Nicole Granados; S Sabol; TL Smith; G Kirbyson; D Valdez Jones; A Van; A Feeney; J Lowe; M Ogaveror; M Lee; M Le; M Casorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; J Masiclat; L Ruiz; V Jaimes; C Gagnon; Tara Thronson; Emily Ault; Michael Spelis; fudvarhely; CCJPA Staff; Faoud Karim; Angie West; Arjimy Quinsay; Stephen Connell

**Subject:** [EXTERNAL] CCJPA Board of Directors Meeting | Wednesday, February 18, 2026 at 10:00AM

**Importance:** High

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CCJPA Board of Directors:

This is a reminder that the next **CCJPA Board of Directors Meeting** is scheduled for **Wednesday, February 18, 2026, at 10:00am**. The meeting will be held in person in the **San Francisco Bay Area Rapid Transit Board Room, located at 2150 Webster St. Oakland, CA 94612**, with an option for participation via teleconference. **Please let me know asap or by Monday, February 2, 2026, if you plan to participate and advise if you can join in person or if you intend to join via \*teleconference.**

**Some action and discussion items that will be on the agenda are as follows:**

1. Operations Update
2. CCJPA Capital Project Update
  - a. Vision Plan Update
  - b. CCJPA Capital Project Portfolio
3. Legislation and Funding Update – State and Federal
4. Managing Director's Report (including Program and Project Updates)

**\*Traditional Teleconferencing Rules Under the Brown Act:**

- i. We must include all remote/teleconference physical locations on the notice/agenda.
- ii. We must post the notice/agenda at all remote/teleconference locations **AT LEAST 72 hours (by 5:00pm on February 13, 2026)** in advance of the scheduled Board meeting and allow for public access during the public meeting, even if the location is your home (not recommended due to potential ADA access issues). All remote/teleconference locations must be ADA accessible.
- iii. There must be a quorum of the Board present within the jurisdiction to hold the public meeting. Quorum can be satisfied by physical presence at the primary public meeting location (San Francisco Bay Area Rapid Transit Board Room for this meeting) and remote/teleconference presence within the jurisdiction (if a Board Member wants to call or Zoom in, they need to physically be located within the jurisdiction in order to satisfy the quorum requirement). We need at least nine (9) members in the San Francisco Bay Area Rapid Transit Board Room or

Zoom/call-in to the meeting from a physical location within the eight (8) county jurisdiction of CCJPA.

Thank you!

**Mimi Kyi** | Executive Assistant

Capitol Corridor Joint Powers Authority | 2150 Webster St, 3<sup>rd</sup> Floor, Oakland, CA 94612

Mobile: (510) 506-9540 | Email: [mimik@capitolcorridor.org](mailto:mimik@capitolcorridor.org)



TO: VTA Director  
FROM: David Dearborn  
DATE: January 20, 2026  
SUBJECT: RECOVERY PLAN FOR BART PHASE II

I must apologize for my recent focus on the shared platform and BRT solution. In seeking a way out of our current fiscal and technical impasse. However, the reality is clear: BART is the only way to move tens of thousands of people into and out of Downtown and Santa Clara for major entertainment and sports events. There is no other way to achieve that scale.

However, the high-risk, "Single-Bore" prototype endangers the BART extension's viability. Staff told the Board, public and FTA that "Cut-and-Cover" would destroy Downtown and that no technologies existed to mine stations in our soil. Both claims were incorrect.

As someone close to this since well before the Barcelona visit, I am urging the Board to direct staff to return to a less deep, safer, and proven Twin-Bore configuration with mined stations. This is the only path to reducing risk, lowering costs, and securing the Federal Full Funding Grant Agreement (FFGA).

The most responsible path forward to reduce risk, assure funding, and produce a high-capacity, safe rail extension through town is to:

1. Use standard, available 7m TBMs (approx. 20 ft) rather than a custom 54-ft prototype.
2. Modify the west portal for standard twin bore tunnels (plans for this are available).
3. Construct station caverns and access adits using the proven Sequential Excavation Method (SEM/NATM) and Sprayed Concrete Lining (SCL). This allows us to raise and widen platforms to safe, convenient low-risk access, improving passenger safety.
4. Modify the West Portal (Newhall Yard) for twin-bore access utilizing existing geotechnical, hydrological, and utility work.
5. Make BART a full design partner to ensure the project meets their safety and maintenance standards from this time forward, reducing risk and speeding the design and completion.

Pivoting to this plan will drastically reduce risks and satisfy PMOC/Federal oversight concerns; and focus labor concerns on a sooner-to-service project and core urban build-out.

The 2020 proposal from Dr. Sauer & Partners proved this was possible five years ago. We must use our remaining legal and political time to adopt this proven standard design and construction process before the Single-Bore costs us the entire project.

Enclosed:

- Letter from Dr. Sauer & Partners five years ago proving viability.
- 14-pg project proposal detailing construction schedule and estimated cost.
- 1-page matrix comparing 3 options for work product expectation.

Respectfully,

David Dearborn

The following **Strategic Comparative Matrix** provides the Board with the tool to exercise its oversight at the February 20 Workshop.

It provides the "Legal Time" to compare the path they are on (Large SB) against the path they were told was impossible (Twin Bore/Mined), and a path that is perfectly viable except in peak demand conditions limiting growth if west San Jose and Santa Clara sports and entertainment venues.

### February 20, 2025 Workshop Challenge

Criteria	BRT Option (Low-Friction)	Twin Bore / Mined (The Sauer Pivot)	Large Single Bore (Current Path)
<b>A) Cost</b>	~\$1.0 to 1.5B	~\$8B - \$9B (Standard)	\$12.7B+ (Prototype)
<b>B) Year in Service</b>	2030–2032	2034–2036	2037–2040+
<b>C) Design Risks</b>	Low (Surface)	Moderate (Proven) (SEM/NATM)	Extremely Complex (Prototype)
<b>D) Funding Risk</b>	Low (Local/State)	Low (Proven/BART Standard)	High (PMOC/FTA Red Flags)
<b>E) Disruption</b>	High (Surface/ Streets)	Minimal (Mined Stations)	Minimal (Marketing Claim)
<b>F) Muck Moved</b>	Nil	Moderate (Twin 20' Bores)	Extreme (54' Mega-Bore)
<b>G) Carbon Impact</b>	Best (Low Concrete)	Good (Efficiency ROI)	Poor (Concrete & Steel Intensive)
<b>H) Full Capacity Seated</b>	Low (BRT bus/ Articulated)	High (Standard BART)	High (Standard BART)
<b>I) Capacity Crush</b>	Poor	Excellent (Direct Egress)	Dangerous (Egress Bottleneck)
<b>J) Vert. Friction Seated</b>	Zero (Surface)	Low (~55' Depth)	High (~100' Depth)
<b>K) Vert. Friction Crush</b>	N/A Level Boarding	Functional (Safe Flow)	Catastrophic (7min Ascent)
<b>L) Dir. Political Liability</b>	High (Rail "Failure")	Minimal (Project Savior)	High (Cost/Safety & Scandals)
<b>M) Dir. Legal Liability</b>	Minimal	Minimal (Proven Standard)	High (Warnings Ignored)

## Workshop Challenge Questions for February 20 workshop

This matrix transforms changes the workshop from a "Staff Presentation" to a Board-Led Inquiry into the best way forward. Use these points to move Staff to present a low-risk, affordable way forward.

### 1. The "Mining Lie" vs. Geotechnical Reality

- "Staff previously stated mining stations was impossible. Yet, the 2020 Sauer Proposal and the successful Eglinton (Toronto) and Chinatown (SF) projects prove otherwise. Why was the Mined Twin-Bore option removed from the 'Dual Design' procurement process?"

### 2. The "Crush Load" Safety Liability

- "At 'Crush Capacity' during an SAP Center event, the Single Bore requires 2,000+ people to ascend 100 feet in a single tube. Does the current design meet NFPA 130 fire life safety standards for emergency evacuation, or are we building a liability trap?"
- "At 'Crush Capacity' during major west San Jose events, and smoke, fire, or panic stops the train in the single bore, does spacing between emergency evacuation guideway exits of 500 feet or 350 in the complex design present a liability trap?"

### 3. Repurposing the Sunk Cost

- "We have spent \$1B on portals and geotech. Pivoting to Twin-Bore today, would allow launch of two standard TBMs from the same West Portal footprint. How much of the 2037 delay is caused by not not having concurrent tunnel and station construction offered by twin bore?"

### 4. The "Vertical Friction" Tax

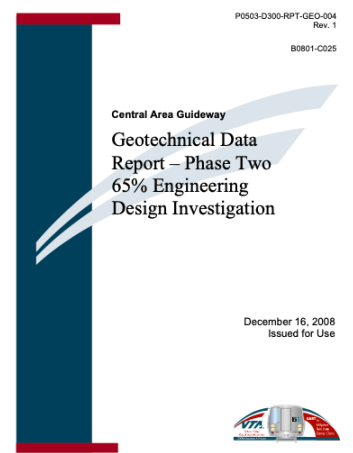
- "Ridership is driven by time. By forcing a 100-foot depth, adding a permanent 'time tax' to every trip by narrow platform and station depths. If mined stations allow wider platforms and half the depth sooner, why are we choosing to bury the project and ask more of riders?"

### 5. The "The environmental (VMT) Justification "

- State regulations and current trends indicate Carbon and GHG emissions saved by completing the current BSVII design becomes irrelevant in 2035.
- Total Carbon and GHG emissions due to excavation, concrete, steel, and hauling, generated buy the large single Bore would likely never be offset by VMT saved, in the out-years after the single bore deign is inservice.

### 6. 2020 Dr. Sauer and Partners was was sent 1,000+ pages of this full Geotechnical /Hydrology report. . .

- ... and a 3D models of a twin bore with mined downtown stations and asked if that was possible here in San Jose. His firm responded in a week or two with a 14-page concept proposal... first to me, then to Tackis Salpease, then project delivery officer, followed by a formal letter to Board Chair Chavez in July of 2020.
- That 14-page concept proposal is contained herein as evidence of Staff misinformation about "technologies and processes" for mining twin bore stations in San Jose.
- The rest is history. Now this is in your lap.



## 7. Cover Letter to VTA Project Delivery Officer Takis Slapease dtd July 2020

**DR. SAUER & PARTNERS CORPORATION**  
TUNNEL DESIGN & CONSTRUCTION MANAGEMENT  
NATM – WATERPROOFING – REHABILITATION – CONSULTING SERVICES



560 Herndon Parkway, Suite 310  
Herndon, Virginia USA 20170-5240

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washington@dr-sauer.com  
<http://www.dr-sauer.com>

Valley Transportation Authority  
Mr. Takis Salpeas  
3331 North First Street  
San Jose, CA, 95134

22 July 2020

**SUBJECT: BART Extension Phase II - Twin-bore concept with mined underground stations**

Dear Mr. Salpeas,

The enhanced single-bore concept presented in April is an important step forward in the BART to San Jose Extension Phase II project. We recognize the importance of VTA's objectives of building the tunnel and stations with minimal surface disruption of the Downtown and Diridon Stations.

In order to invite more competition from tunneling contractors, we respectfully recommend VTA / BART leave the door open for proven alternative concepts throughout the procurement process as WMATA ("Dual Design") and other agencies have done in the past. The Dual Design approach allows to share the risk with the contractor since both parties agree with the chosen concept.

The enclosed Design Concept presentation uses standard-size twin TBM tunnels and underground stations built using a combination of the Sequential Excavation Method (SEM) and Cut-and-Cover techniques. Similar concepts have been successfully implemented on numerous subway projects in North America, South America and Europe. The recent Oakwood, Avenue, and Laird Stations of the Eglinton Crosstown project in Toronto were built without street disruption, using SEM in soil conditions ranging from uniform sands to silts and clays in combination with high groundwater tables similar to those in downtown San Jose.

We request the opportunity to present this proven technical approach to the VTA team, to show how this approach can:

- Provide the needed tunnels and stations without disrupting streets at the Downtown and Diridon Stations.
- Greatly reduce risk, capital cost, construction duration.
- Be fully compatible with current BART operational and maintenance procedures and requirements.

Having successfully delivered similar projects in comparable geologic conditions, we have no doubt that the flexible Twin-bore / SEM approach - in combination with state-of-the-art ground control measures and monitoring systems - can deliver the required facilities, safely and with no street closures and with minimal surface settlement at the Downtown and Diridon Stations.

We hope VTA / BART will include this proven concept as an alternative in the procurement process to ensure that all available options have been considered.

Sincerely,  
Dr. Sauer & Partners Corporation

Dr. Gerhard Sauer

Encl: Twin-Bore Tunnel Design Concept

# BART to San Jose Phase II Twin-Bore Tunnel Design Concept



## 6. Cost and Schedule

BART to San Jose Phase II - Preliminary Schedule												
Year	2021			2022			2023			2024		
	Quarter	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
<b>Design Phase (Design-Build)</b>												
- Tunnel and Cross Passage design												
<b>Tunnels &amp; Cross Passages (Twin-tube)</b>												
- Mobilization, Site Setup												
- Advanced Utility Relocations (as required)												
- Shoring and Launch Box Excavation												
- Tunnel Excavation (incl. machine assembly)												
- Cross Passages Excavation												
- Tunnel and Cross Passage fit-out (Track, Systems)												
<b>Little Portugal Station (SEM or Cut-and-Cover)<sup>(1)</sup></b>												
- Testing, Commissioning												
- Mobilization, Site Setup												
- Advanced Utility Relocations (as required)												
- Shaft Excavation and Support												
- Ground Improvement SEM Cavern												
- Excavation and Support SEM Cavern												
- Waterproofing and Structural Lining SEM Cavern												
- Systems, Finishes												
<b>Downtown Station (SEM)</b>												
- Testing, Commissioning												
- Mobilization, Site Setup												
- Advanced Utility Relocations (as required)												
- Shaft Excavation and Support												
- Ground Improvement SEM Cavern												
- Excavation and Support SEM Cavern												
- Waterproofing and Structural Lining SEM Cavern												
- Systems, Finishes												
<b>Dirdon Station (SEM)</b>												
- Testing, Commissioning												
- Mobilization, Site Setup												
- Advanced Utility Relocations (as required)												
- Shaft Excavation and Support												
- Ground Improvement SEM Cavern												
- Excavation and Support SEM Cavern												
- Waterproofing and Structural Lining SEM Cavern												
- Systems, Finishes												
- Testing, Commissioning												

Notes:  
(1) SEM Station is estimated in this schedule.

BART to San Jose Phase II - Preliminary Cost Estimate	
Structures with main features	Cost (million \$)
<b>Tunnels &amp; Cross Passages (Twin-tube)</b>	<b>\$ 783.00</b>
- Approx. 18 ft internal diameter	
- Tunnel length 4.8 miles	
- Cross passages spaced at 750 ft	
<b>Little Portugal Station (SEM or Cut-and-Cover)<sup>(1)</sup></b>	<b>\$ 316.00</b>
- Main entrance	
- Secondary entrance	
- Platform length 700 ft	
<b>Downtown Station (SEM)</b>	<b>\$ 553.00</b>
- Two (2) main entrances	
- Three (3) secondary entrances	
- Platform length 700 ft	
- Crossover length 550 ft	
<b>Dirdon Station (SEM)</b>	<b>\$ 345.00</b>
- Two (2) main entrances	
- Secondary entrance	
- Platform length 700 ft	
<b>TOTAL:</b>	<b>\$ 1,997.00</b>

Notes:  
(1) SEM Station is estimated.  
(2) Cost of Downtown Station can be lowered by reducing the number of secondary entrances.  
- Cost estimate only accounts for tunnels and underground stations, not for above ground section of project, above ground stations, train storage and maintenance facilities, or for the cost of the BART system itself.  
- Cost estimate does not include acquisition of right of Way, contingencies, or any other soft costs.  
- Cost estimate is based on publicly available information of underground construction projects built in the United States.

**From:** [Planning Commission](#)  
**Subject:** [EXTERNAL] Supplemental Information (2): Planning Commission 1/29/26 Meeting  
**Date:** Thursday, January 29, 2026 10:51:12 AM  
**Attachments:** [image001.png](#)  
**Importance:** High

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- [Public Comment No. 2 \(93 Pattern Comments\)](#)  Supplemental Information
- [Public Comment No. 3](#)  Supplemental Information

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Warm Regards,  
**Cynthia M. Murray**  
Board Clerk II  
Clerk of the Board | Board of Supervisors

P: 408.299.5176

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**From:** [Planning Commission](#)  
**Subject:** [EXTERNAL] Supplemental Information (3): Planning Commission 1/29/26 Meeting  
**Date:** Thursday, January 29, 2026 5:21:08 PM  
**Attachments:** [image001.png](#)  
**Importance:** High

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- [Public Comment No. 4](#)  **Supplemental Information**
- [Staff Presentation](#)  **Supplemental Information**
- [Appellant Presentation](#)  **Supplemental Information**

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[https://sccgov.iqm2.com/Citizens/Detail\\_Meeting.aspx?ID=17970](https://sccgov.iqm2.com/Citizens/Detail_Meeting.aspx?ID=17970)

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Warm Regards,  
**Cynthia M. Murray**  
Board Clerk II



Clerk of the Board | Board of Supervisors  
P: 408.299.5176

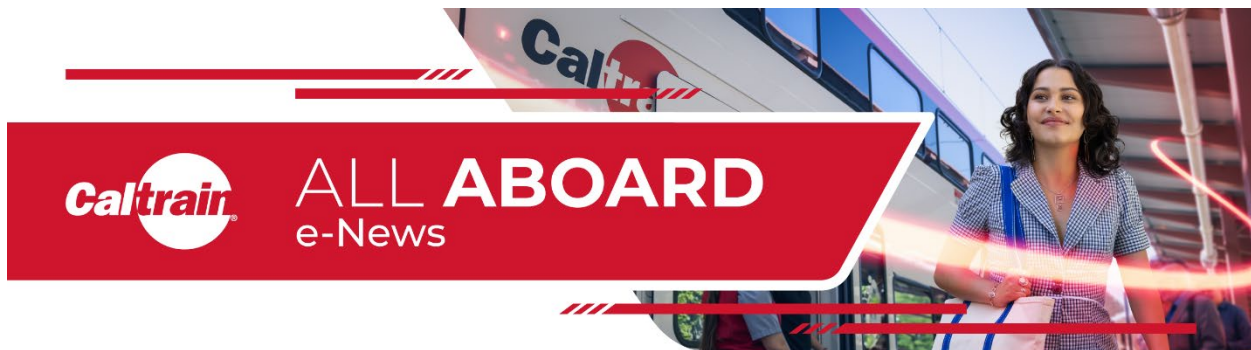
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**From:** Dan Lieberman  
**Sent:** Friday, January 30, 2026 4:10 PM  
**To:** VTA Board Secretary  
**Subject:** [EXTERNAL] Caltrain eNews - January 2026

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• January 2026 | [View online](#) •

## All Aboard in 2026!

It's chilly out, but that isn't stopping us from being hard at work on the rails. This issue features the MLK Jr. Celebration Train, the restoration of electric service to Tamien Station, and a brand new member of our Board of Directors.





### **Celebration Train Celebrates Dr. King's Legacy**

Over 1,200 people got on board the MLK Jr. Celebration Train this year to attend the MLK Day March in San Francisco, as well as a range of panels and events celebrating the many achievements of an American hero.

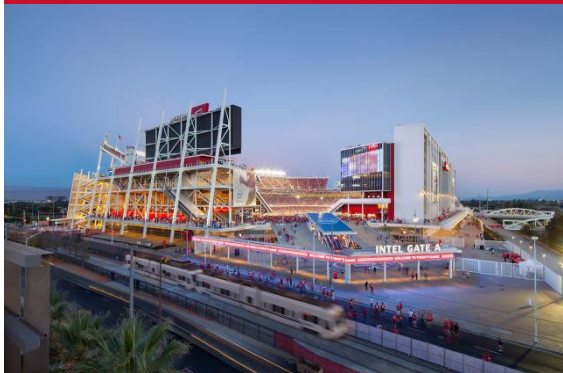
[\*\*Learn More about the MLK Celebration Train\*\*](#)

### **New Schedule Restores Electric Tamien Service**

After months of work on the Guadalupe Bridge, the Overhead Contact System has been restored and electric trains have returned to Tamien Station.



[\*\*Learn More about the New Caltrain Schedule\*\*](#)



## Caltrain Prepares for the Big Game

Football fans will start to descend on the Bay Area in February, and Caltrain is ready to get them to the big game, as well as all the pre-game activities throughout the Caltrain corridor.

[Learn More about Caltrain's NFL Service](#)

## Sign up for The Caltrain Current

Caltrain's latest newsletter will cover public events, fun happenings, and exciting partnerships, providing even more reasons to ride Caltrain.



[Learn More about The Caltrain Current](#)



### Greg Wagner Joins Caltrain Board

San Francisco Controller Greg Wagner has joined the Caltrain Joint Powers Board as Mayor Lurie's appointee.

[Learn More about Greg Wagner](#)

### New Chief Safety Officer Reports for Duty

Jerry Guaracino has joined Caltrain as the new Chief Safety Officer, after years of service for the Washington Metropolitan Area Transit Authority and SEPTA in Philadelphia.



[Learn More about Caltrain Safety](#)

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### UPCOMING EVENTS

- February 5 - [Caltrain Board Meeting](#) - San Carlos Station
  - February 8 - [Super Bowl LX](#) - Mountain View Station
  - February 19-22 - [Disney on Ice](#) - San Jose Diridon Station
- 



Join our team!

- [Deputy Executive Director, Project Delivery & Caltrain Modernization](#)

**Learn More about Job Opportunities at Caltrain**



Forward *All Aboard* to your friends, so they can [subscribe](#) too!

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**From:** Humphrey, Sonia  
**Sent:** Friday, January 30, 2026 4:17 PM  
**Cc:** LAFCO  
**Subject:** [EXTERNAL] LAFCO Agenda Packet Now Available - 2/4/26 Meeting

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The agenda packet for the February 4, 2026 LAFCO Meeting is now available on the LAFCO website:  
<https://santaclaralafco.org/meetings/commission-meeting-2026-02-04-211500>.

Best regards,

**Sonia Humphrey**, LAFCO Clerk