From: VTA Board Secretary <
Sent: Wednesday, July 8, 2026 11:27 AM
To: VTA Board of Directors < >
Cc: Gonot, Carolyn < >; Richardson, Greg < >; Haywood, Scott < >; Greene, Beverly < >; Smith, Patrice < >
Subject: From VTA: FIFA World Cup Performance Summary

Board of Directors:

Please see the attached memorandum from Carolyn M. Gonot, GM/CEO, regarding transit performance for FIFA games.

Please reply to this email with any questions.

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

MEMORANDUM

TO: VTA Board of Directors

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

DATE: July 8, 2026

SUBJECT: FIFA World Cup Performance Summary

With the completion of service for the six FIFA World Cup matches at San Francisco Bay Area Stadium, I am pleased to report that VTA delivered strong, consistent transit operations throughout this globally significant event.

VTA successfully connected fans, residents, workers and volunteers to the stadium while maintaining reliable service for our regular riders across the system. Ridership reached record levels, with our highest attendance of 41,500 riders for the Paraguay vs. Australia match on June 25. In total, VTA carried more than 228,000 passengers to and from the stadium during the six-match series.

These results reflect the extensive planning, coordination, and execution across the agency. Riders embraced convenient fare payment options, including contactless credit cards and Token Transit, and experienced safe, efficient, and reliable service. Overall, staff demonstrated VTA's ability to successfully support a major international event while continuing to deliver dependable transit for our community.

As with any operation of this scale, we encountered challenges. Our teams responded quickly, making operational adjustments in real time and ensuring customer feedback and concerns were addressed promptly. That agility contributed significantly to our success.

While our formal event debrief will identify additional opportunities for improvement, this effort demonstrated VTA's capacity to manage extraordinary demand. This significant accomplishment reflects the agency's operational readiness, professionalism, and commitment to public service.

I appreciate the Board's continued support throughout our preparation for this extraordinary event. I would also like to extend a special thank you to Directors Abe-Koga and Jain for volunteering as VTA ambassadors during match days and assisting riders throughout the event. Your participation was greatly appreciated by both staff and customers.

From: VTA Board Secretary <
Sent: Friday, July 10, 2026 4:00 PM
To: VTA Board of Directors < >
Cc: Gonot, Carolyn <; Richardson, Greg < >; Haywood, Scott < >; Greene, Beverly < >
Subject: From VTA: VTA Correspondence: Week Ending July 10, 2026

Board of Directors,

Attached is correspondence for the week ending July 10, 2026 as described below.

From	Topic	Notes
CCJPA	Capitol Corridor Service Disruption: Train 720 Trespasser Incident	
CCJPA	CCJPA FY 2026-27 Annual Business Plan Interim Approval (ABP) Letter	
David Dearborn	Geotechnical Test Well Data (28th Street Corridor)	
Sarjeev Garg	Feedback and suggestions for improvement in current bus and LRS system	Please be advised that VTA staff will be responding to the correspondence received from Mr. Sanjeev Garg. A copy of the response will be provided to the Board once it has been sent.
LAFCO	Notice of Cancellation - August 5, 2026 LAFCO 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**

Santa Clara Valley Transportation Authority

Solutions that move you

MEMO

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

To: CCJPA Board Directors

From: Robert Padgette, Managing Director

Date: July 6, 2026

Subject: Capitol Corridor Service Disruption: Train 720 Trespasser Incident – Yolo County, CA – July 5, 2026

This memo is regarding a Trespasser incident in an unincorporated part of Yolo County, CA that occurred on Sunday morning, July 5, 2026.

Incident Summary:
At around 9:40am, train 720 struck and fatally injured a trespasser in an unincorporated part of Yolo County, CA, between the cities of Davis and Sacramento. This incident occurred on the elevated Yolo Causeway, and not at a public road crossing. Local police and fire responded to the scene along with Amtrak Police and division management. There were no initial reports of injuries to passengers or crew and no reports of damage to equipment. The incident was initially investigated as a homicide, which caused an initial 2.5-hour delay in opening the scene for any traffic to pass. These delays were compounded by the accessibility of the incident, which was on the causeway, several miles from the nearest road and accessible only by on-track vehicle. The incident train, 720, had no alternative but to wait for the response to conclude, resulting in a nearly 5-hour delay. The adjacent main track was opened at approximately 12:35pm, and the coroner arrived at 1:12pm, after handling a previous incident. All tracks were open at approximately 1:45pm.

Passengers traveling eastbound to Sacramento behind the incident train 720 were able to detrain at Davis and were accommodated either by bus or a rideshare voucher to Sacramento. Trains 736 and 737 were canceled, and several other downstream delays were created by the incident, as detailed below.

Associated CCJPA Train Delays:
720 – 4 hours 54 minutes
724 – 2 hours 40 minutes
728 – 1 hour 14 minutes
733 – 3 hours 23 minutes
732 – 45 minutes
743 – 1 hour 6 minutes
744 – 47 minutes
741 – 2 hours
738 – 2 hours 9 minutes
746 – 45 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
Sylvia Lamb	SCG Members

From: Robert Padgette
Sent: Tuesday, July 7, 2026 2:02 PM
To: Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; bhoudesheldt; Ken.Broadway; Suzannejones; rdickinson; rbrewer; cmaple; SupervisorKennedy; Melissa Lee; Sudhanshu Jain; Linda Sell;
sbird; sbird_fordixoncitycouncil; sbird_dixonpd; sbird; ahernandez; cmoy; JChapman; lucas.frerichs; lucasf; mayra.vega
Cc: Robert Franklin; Byron Toma; dmelko; mclick; aadams; JDrake; Gonzalez-Estay, Manolo R; Greene, Beverly; Robert Guerrero; kgregana; rguerrero; abernstein; bvaughanbechtold; Robert Franklin; Jennifer Halpern; Sandra Schrimsher; Mag Tatum; Jeana Zelan; Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Nicole Granados; SSabol; tlsmith; gkirbyson; DValdezJones; rkbrown;
ecragin; mogaveror; aescobar;
mle; mcasorla; Baltao, Elaine; Garza, Michelle ; VTA Board Secretary; Paris, Amy; jmasiclat; lruiz; vjaimes; cgagnon; Tara.Thronson; emily.ault; michaelspelis; fudvarhely; CCJPA Staff
Subject: [EXTERNAL] CCJPA FY 2026-27 Annual Business Plan Interim Approval (ABP) Letter

CCJPA Board of Directors,

Please find attached CCJPA's interim FY 2026-27 Annual Business Plan (ABP) approval letter, which approves funding for the Administration, Marketing, and Information/Customer Support Services line items within our ABP funding request.

The final approval letter for the remainder of CCJPA's budget items will be forthcoming. As needed, CCJPA staff is adjusting the timing of the execution of FY27 agreements to accommodate the delay in the receipt of the full funding approval.

Please do not hesitate to reach out if you have any questions.

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

Gavin Newsom
Governor

Toks Omishakin
Secretary

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

June 30, 2026

Mr. Bruce Houdesheldt, Chairman
Capitol Corridor Joint Powers Authority
2150 Webster St, 3rd Floor
Oakland, CA 94612

Dear Mr. Houdesheldt:

The California State Transportation Agency (CalSTA) is in receipt of the Capital Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2026-27 and FY 2027-28.

The COVID-19 pandemic created an unprecedented drop in ridership and revenue along all the State-supported corridors. After the initial impact to ridership and revenue, ridership has continued to trend upwards towards pre-pandemic levels, even with reduced service levels.

CalSTA is committed to assisting CCJPA achieve the goals articulated in the Annual Business Plan (ABP) of restoring pre-COVID service levels along the Corridor.

CalSTA will regularly coordinate with Caltrans, the CCJPA, and the other California Intercity Passenger Rail (CIPR) corridors throughout the year to monitor and analyze ridership and financial performance. Importantly, any increases in service are dependent on funding, staff availability, fleet availability, and maintenance efficiencies being achieved.

Pending approval of the 2026-27 California Governor's budget, a detailed explanation of the State's approval of the funding request in the FY 2026-27 ABP follows:

1. **Structural Deficit and Service Levels**

   Beginning in FY 2024-25, a Budget Change Proposal was approved to make available an increase in funding for the next three State Fiscal Years. CalSTA supports the JPA's goal to restore service to FY 2018-19 levels. As equipment is available to restore service to 'pre-pandemic' levels, the necessary funding may be made available.

   Mid-term (3 to 5 year) plans should begin to be identified to align service levels with projected costs and revenue and prepare for any expansion of service tied to completed capital projects. This planning will be a collaborative effort across the intercity rail JPAs, Caltrans and CalSTA, with the goal of identifying a financially sustainable future that includes growth in service and ridership at a level of funding that can be afforded by state resources available to the CIPR program.

2. Methodology for distribution of available CIPR funds

The operations funding approved in the FY 2024-25 business plan approval letter provided funding for an increase in service levels – returning to pre-pandemic levels.

The allocated amounts are based on available equipment as follows:

- 12 Locomotives
- 48 Cars

Any changes to the available equipment levels must be approved in advance unless any prior documented agreement is in effect. Decisions will be made based on available funding and equipment and any augmentation of this may not be subsidized by State funding.

3. Cost Reduction Measures

Per the Uniform Performance Standards identified in the Intercity Passenger Rail Act of 2012, each JPA should continue to seek out and implement cost saving strategies or revenue increases.

In FY 2024-25 CCJPA achieved approximately 47% farebox recovery. CCJPA should identify measures to maintain farebox recovery at a minimum of 50%. Additionally, returning to pre-pandemic farebox recovery levels would improve the likelihood that statewide service-growth goals can be supported by available intercity rail program funding.

CalSTA intends to continue conducting a more thorough analysis of performance against the Uniform Performance Standards during the fiscal year across all three JPAs and consider recommending interim goals that align with improving outcomes.

4. Funding Requests

A. Administrative Expenses

The CCJPA requests $5,354,528 in administrative expenses for FY 2026- 2027 (Page 28, Table 9-1). This request includes a 19 percent increase over FY 2025-

26.

Up to $5,334,528 is approved for FY 2026-27 Administrative Expenses in this letter.

Charge Type	Use By	Notes
Labor	June 30, 2027	Labor is used in same year that is allocated by *Use By* date.
Non-Labor (Contracts)	May 1, 2029	Funds encumbered in year received, two subsequent years to expend (minus ~45 days invoice processing time).

However, CalSTA requests that CCJPA continue to explore opportunities to charge appropriate work to capital project grants during FY 2027-28. In preparing the FY 2027-28 business plan submittal, CCJPA shall consider how to fund staffing through project budgets where achievable.

The ABP forecast of $5,568,709 for administrative funding in FY 2027-28 is noted and will be analyzed in the context of the State budget capacity for FY 2027-28.

Any approved FY 2026-27 Administrative funds allocated to Labor that remain as of September 30, 2027, shall be applied against any FY 2027-28 Administrative approved funds reducing any FY 2027-28 administrative allocation accordingly.

Any approved FY 2026-27 Administrative funds allocated to Non-Labor (e.g. Contract) must be encumbered by CCJPA by June 30, 2027 and can be expended until May 1, 2029. Proof of funds encumbrance (contract execution) must be provided to Caltrans by June 15, 2027.

By January 31, 2027, Caltrans will provide guidance on an administrative expense escalation rate for FY 2027-28 to be considered as a target for the next ABP. It is possible the escalation rate will be limited and lower than proposed for FY 2026-27.

B. Marketing Expenses

The CCJPA requests $1,800,164 for their FY 2026-27 marketing expenses (Page 28, Table 9-1). This request includes a 5 percent increase over FY 2025-26.

$1,800,164 is approved for FY 2026-27 Marketing Expenses in this letter. All invoices related to marketing must be submitted by May 1st of the expiring fiscal year.

The ABP forecast of $1,884,171 for marketing expenditures in FY 2027- 2028 is noted and will be analyzed in the context of the State budget capacity for FY 2027-28.

C. Information/Customer Support Services

CCJPA requests $1,447,275 for FY 2026-27 funding for Information / Customer Support Services. This includes an increase in CCJPA/BART Call Center labor and non-labor costs and represents a four-percent decrease over the FY 2025-26 allocation.

Charge Type	**Use By**	**Notes**
Labor	June 30, 2027	Labor is used in same year that is allocated by *Use By* date.
Non-Labor (Contracts)	May 1, 2029	Funds encumbered in year received, two subsequent years to expend (minus ~45 days invoice processing time).

Up to $1,447,275 is approved for FY 2026-27 funding for Information/ Customer Support Services in this letter.

The ABP forecast of $1,505,166 for Information/Customer Services expenditures in FY 2027-28 is noted and will be analyzed in the context of the State budget capacity for FY 2027-28.

Any approved FY 2026-27 ICSS funds allocated to Labor that remain as of September 30, 2027, shall be applied against any FY 2027-28 Administrative approved funds reducing any FY 2027-28 administrative allocation accordingly.

Any approved FY 2026-27 Administrative funds allocated to Non-Labor (e.g. Contract) must be encumbered by CCJPA by June 30, 2027 and can be expended until May 1, 2029. Proof of funds encumbrance (contract execution) must be provided to Caltrans by June 15, 2027.

5. State Funding Regulations

Funds expire three years from the State FY in which the funds were allocated, with the allocation year being considered year one. If there are any funds remaining near the end of the expiring State FY, the JPAs must submit invoices against those expiring funds no later than May 1st of that year.

6. FY 2026-27 Approved Funding Summary:

Budget Item	Approved in this letter
Administrative	$5,354,528
Marketing	$1,800,164
Information / Customer Services	$1,447,275
N. Cal PIDS Support	To be approved in a subsequent letter
N. California Onboard Technology (Wi-Fi)	
Minor Capital	
Capitalized Maintenance	
Direct Operations	
Amtrak Operations	
CalITP	
Total	**$8,601,967**

Each budget item above shall be tracked and managed separately.

Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1 of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until May 15 or later of each year.

Consequently, the ABP Amtrak operations funding request should be based on the most recent COSI model output at the time of submission for the desired service level. For the FY 2027-28 ABP, CalSTA requests that CCJPA provide a draft ABP on April 1, 2027, and submit a final ABP by June 30, 2027, that includes the funding request for FY 2027-28.

If you have any questions or need additional information regarding CalSTA's position on your ABP, please contact CalSTA Senior Advisor Anthony Serna at (916) 907-2138, or by e-mail sent to Anthony.Serna@calsta.ca.gov.

Sincerely,

James Hacker

On behalf of
Toks Omishakin
Secretary

cc:

Robert Padgette, Managing Director, Capitol Corridor Joint Powers Authority

Anthony Serna, Senior Advisor, California State Transportation Agency

Dina El-Tawansy, Director, California Department of Transportation

Marlon Flournoy, Deputy Director, Planning and Modal Programs, California Department of Transportation

Kyle Gradinger, Chief, Division of Rail, California Department of Transportation

Andrew Daniels, Chief, Passenger Rail Operations and Maintenance, Division of Rail, California Department of Transportation

From: David D
Sent: Thursday, July 9, 2026 6:58 AM
To: VTA Board Secretary
Cc: Rodriguez, Jessica-14945- Paralegal
Subject: [EXTERNAL] Public Records Act Request – Geotechnical Test Well Data (28th Street Corridor)

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

Date: July 8, 2026

To: VTA Board Secretary Board.Secretary

Cc: Rodriguez, Jessica Jessica.Rodriguez

Dear Madam Secretary,

I am in receipt of the July 8, 2026 determination notice from Legal staff asserting that "additional responsive records are in draft format and therefore exempt from disclosure pursuant to Government Code Section 7927.500".

This assertion raises a profound and troubling technical contradiction that requires immediate clarification from the agency: How can automated, continuous time-series electronic data logs (.csv, .txt, or .xlsx outputs generated directly by down-hole pressure transducers or automated data loggers) exist in a "DRAFT" format?

An electronic data log of an aquifer's physical behavior can only be considered a "draft" if the agency is actively in the process of filtering, altering, or otherwise modifying the raw telemetry before disclosing it.

Furthermore, to rely on Government Code Section 7927.500, the agency must demonstrate that the public interest in withholding these vital geological safety records *clearly outweighs* the public interest in disclosure. Given the critical geotechnical and hydrological risks associated with the deep confined aquifers within the 28th Street / Little Portugal station alignment, the public interest in this data is absolute.

Please clarify immediately:

1. Is the VTA currently modifying, filtering, or altering the raw electronic time-series files captured by the automated transducers at the 28th Street footprint?
2. If not, on what technical or legal basis is a raw physical measurement being classified as a "preliminary draft"?

Please place a copy of this formal inquiry into the correspondence packet for each Director, Alternate, and Ex-Officio.

Sincerely,

David Dearborn

From: Sanjeev Garg
Sent: Thursday, July 9, 2026 11:41 AM
To: Gonot, Carolyn; VTA Board Secretary
Subject: [EXTERNAL] Feedback and suggestions for improvement in current bus and LRS system

> You don't often get email from sanjeevgarg111. Learn why this is important

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Dear Members of the VTA Board

I am a visitor to San Jose, USA, and have been using public transport here for the last few days. Based on this experience, I am writing this letter to share some observations and suggestions regarding fare pricing and performance. I am a regular public transit user in my own country, India, and I have also previously run a non-electric public cycle-sharing system in Delhi, India, which achieved the highest ridership among all operators in the city. I mention this background because I have some direct experience with what drives ridership in shared and public mobility systems, and I hope my perspective as both a rider and a former operator is useful to you.

****The current fare is too high.**** At $2.50 per ride, the single-ride fare discourages riders from choosing public transit over private vehicles. I would urge VTA to reduce the base fare to $1.00 per ride, with a daily cap of $2.00 regardless of the number of trips taken. I would also suggest reducing the monthly pass cost to $30, which would make regular, everyday commuting far more affordable and give occasional riders a stronger incentive to switch to a pass and commit to public transit.

****Ridership, not fare revenue, should be the priority.**** VTA buses and light rail currently run well below capacity on most routes and times of day. Given this low occupancy, fare revenue is already meager relative to the system's operating costs and is unlikely to be significantly affected by a fare reduction. In other words, VTA is not "losing" substantial revenue by lowering fares — there is little revenue at stake to protect in the first place.

****A lower fare is likely to increase ridership.**** Public transit demand is price-sensitive, especially for discretionary or occasional trips. A fare drop to $1.00, with an affordable $2.00 daily cap, would likely encourage more residents to choose the bus or light rail over driving, particularly for short trips, errands, and off-peak travel where the current fare feels disproportionately expensive.

The core mission of public transit is mode shift, not revenue generation. The fundamental purpose of a public transit system like VTA should be to reduce the number of private vehicles on the road — easing traffic congestion, lowering emissions. This goal is not being served by maintaining a fare level that is high enough to discourage ridership, especially when it isn't translating into meaningful revenue given current occupancy levels. If VTA's own ridership and revenue data confirm that trains and buses are running under capacity, the case for a lower, more accessible fare is only strengthened — a full or nearly full bus generates more value for the region than an empty one charging a higher price.

Improvements in Clipper Card System Separately, as both a rider and someone with a technical/ developer background in shared mobility systems, I also have some specific suggestions regarding the functionality of the Clipper card system that could make the commuter experience more comfortable and efficient as well as system more reliable and expandable. I would be happy to share these observations in detail if VTA is interested and open to a direct conversation or correspondence on this topic.

I respectfully request that VTA:
1. Reduce the single-ride fare from $2.50 to $1.00.
2. Introduce or adjust the daily fare cap to $2.00.
3. Reduce the monthly pass cost to $30.
4. Make improvements in Clipper Card System
5. Monitor ridership and ridership-to-revenue trends after the change to evaluate whether the reduced fare succeeds in shifting more residents from private vehicles to public transit.

Thank you for considering this request. I believe a more affordable fare structure would better serve VTA's mission and the broader goals of reducing traffic congestion and emissions in Santa Clara County. I would welcome the opportunity to discuss this further or to see any ridership/revenue data VTA can share on this topic.

Sincerely,

Sanjeev Garg
Email: sanjeevgarg111

From: Humphrey, Sonia
Sent: Friday, July 10, 2026 11:10 AM
Cc: LAFCO <LAFCO@ceo.sccgov.org>
Subject: [EXTERNAL] Notice of Cancellation - August 5, 2026 LAFCO Meeting

Please see the attached Notice of Cancellation for the August 5, 2026 LAFCO Meeting.

Best regards,

Sonia Humphrey, LAFCO Clerk
LAFCO of Santa Clara County
777 North First Street, Suite 410
San Jose, CA 95112

SANTA CLARA LAFCO

Local Agency Formation Commission of Santa Clara County
777 North First Street
Suite 410
San Jose, CA 95112
SantaClaraLAFCO.org

NOTICE OF CANCELLATION

LAFCO MEETING – AUGUST 5, 2026

NOTICE IS HEREBY GIVEN that the regular meeting of the Local Agency Formation Commission (LAFCO) of Santa Clara County scheduled for August 5, 2026, at 1:15 PM has been **CANCELLED** by order of the LAFCO Chairperson.

The next regular meeting of LAFCO will be held on October 7, 2026 at 1:15 PM in the Board of Supervisors Chambers, 70 West Hedding Street, San Jose.

DocuSigned by:
Sonia Humphrey
7B34D12E6BC6412...

Sonia Humphrey, LAFCO Clerk
July 10, 2026