



JPB Board of Directors
Meeting of August 7, 2025

Correspondence as of July 25, 2025

<u>#</u>	<u>Subject</u>
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|----|---|
| 1. | VTA's BART Phase II: August 2025 Construction Update |
| 2. | Dual-Gauge Track Suggestion Public Comment |
| 3. | Train Horn Complaint at 2am in Mountain View |
| 4. | Letter of Support re: Support for SB 63 (Wiener) Caltrain Allocation and Expenditure Plan |

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Tuesday, July 22, 2025 2:30 PM
To: Board (@caltrain.com)
Subject: VTA's BART Phase II: August 2025 Construction Update

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**BART SILICON VALLEY
PHASE II EXTENSION PROJECT**

August 2025 Construction Update



[VTA's BART Silicon Valley Phase II Extension Project's August 2025 Construction Update](#) has just been published!

Learn the latest on upcoming construction activities around the project site, including construction progress made in July and anticipated work in August.

Have a question for us about Phase II?

Visit www.vtabart.org or email us vtabart@vtabsv.com



**BART SILICON VALLEY
PHASE II EXTENSION PROJECT**

vtabart@vtabsv.com

(408) 321-2345 BART Silicon Valley Hotline



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From: [Conrad Ko](#)
To: link21@bart.gov
Cc: ccjpaboard@capitolcorridor.org; info@capitolcorridor.org; [Caltrain BOD Public Support](#); [Board.\(@caltrain.com\)](mailto:Board.(@caltrain.com)); boardsecretary@caltrain.com; info@tipa.org; boardmembers@hsr.ca.gov; info@hsr.ca.gov; northern.california@hsr.ca.gov
Subject: Dual-Gauge Track Suggestion Public Comment
Date: Thursday, July 24, 2025 6:09:46 AM

You don't often get email from conradko@gmail.com. [Learn why this is important](#)

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Dear Link21,
involving Bay Area Rapid Transit District (branded BART), Capitol Corridor Joint Powers Authority (branded Capitol Corridor, under Amtrak California, jointly under Caltrans and Amtrak), Peninsula Corridor Joint Powers Authority (branded Caltrain, jointly under Caltrans and Union Pacific), Transbay Joint Powers Authority (branded Salesforce Transit Center), and California High-Speed Rail Authority (initial operator Deutsche Bahn AG, branded DB),

I see on the Frequently Asked Questions page of your website, under the "Will the new transbay passenger rail crossing consider a dual configuration with shared tracks for BART and Regional Rail?" stating, "Link21 is not advancing this concept as it is operationally infeasible to combine the two fundamentally different rail systems in this way." It also states, "Standard-gauge Regional Rail trains are heavier and often operate within a shared right-of-way with freight trains."

Frequently Asked Questions | Link21
link21program.org

However, the FRA only applies the crashworthiness requirement to passenger trains that share tracks (or adjacent tracks within the same right-of-way that are not separated by a crash barrier, such as with the case of PATH in Hudson County, New Jersey) with freight trains within the same timetable. Since freight trains will almost certainly not operate within the 2nd Transbay Tube (like how it is with the Gateway Program on the Northeast Corridor between Hudson County, New Jersey and Manhattan, New York City, New York), and the 2nd Transbay Tube will be the only shared section of track between BART and standard-gauge mainline railway passenger trains, the crashworthiness requirement will not apply to BART trains that operate within the dual-gauge 2nd Transbay Tube. Even if freight trains share the same tracks as BART, the crashworthiness requirements still wouldn't apply to BART given that they do run concurrently, as shown by NJ Transit's River Line light rail between Camden, New Jersey and Trenton, New Jersey, and the Sounder light rail between Escondido, California and Oceanside, California.

Furthermore, the FRA crashworthiness requirement, even if applicable, can be satisfied either by conventionally using the 800,000-pound buff strength standalone, or alternatively using the European Standards of EN 12663 and EN 15227 in conjunction with PTC. BART has used automatic train operation since the very beginning, which means it has always obviously met and exceeded the minimum requirements of positive train control. Caltrain's Stadler trains are heavier than BART trains only because they are double-decker and hence taller. The existence of European mainline passenger trains that have a similar height and width as broad-gauge BART trains, such as on the Berlin S-Bahn and Hamburg S-Bahn, show that satisfying

crashworthiness of European Standards does not require trains to be heavier per length than BART trains. This means BART's existing Fleet of the Future from Bombardier (under Alstom, which is a European manufacturer) should already meet the FRA's alternative crashworthiness standards. So, it would be needless to undergo the process of "Procuring a new fleet of broad-gauge trains built to standard-gauge specifications and retrofitting all existing BART structures to accommodate heavier trains." The only technical challenge would be for the trackside signalling system to be able to concurrently handle both I-ETMS (used by Capitol Corridor, San Joaquins, Amtrak sleeper trains, Caltrain, and California High-Speed Rail when running on tracks of conventional railways) and Hitachi Rail CBTC (used by BART), which is easily solvable by software and RFID hardware that coordinates digital communication between the two sets of control systems.

Furthermore, despite BART trains being very wide (10 feet 6 inches), exceptionally low (10 feet 6 inches), and very long (710 feet total) for a rapid transit train, BART trains are still slightly narrower, way lower, and have significantly shorter railcars (70 feet) than standard North American mainline passenger trains (10 feet 8 inches wide, 14 feet 6 inches, and 85 feet 4 inches long), so they can easily fit into the mainline railway loading gauge, including in the tightest curves. The 2nd Transbay Tube will obviously be built to accommodate Amtrak's Superliner and Caltrain's Bombardier and Stadler trains, which are each 15 feet 11 inches tall, so BART trains fitting into the loading gauge will be even less of a problem.

As a result, I highly recommend Link21 to finalize on building the 2nd Transbay Tube as a blended dual-gauge system that allows both BART and mainline passenger trains to share the same tracks within the same timetable. I highly encourage you to use the route of Concept B in the link below, but with interchange track connections near the passenger interchange stations of West Oakland and Salesforce Transit Center to allow both BART and mainline passenger trains to enter and exit the shared tracks in the 2nd Transbay Tube. I look forward to a thoughtful reply.

link21program.org



Sincerely,
Conrad Ko
Sent from my iPhone

From: [Dian Yu](#)
To: matthew.bond@cpuc.ca.gov; code.enforcement@mountainview.gov; [Board.\(@caltrain.com\)](mailto:Board.(@caltrain.com)); city.council@mountainview.gov
Subject: Train Horn Complaint at 2am in Mountain View
Date: Thursday, July 24, 2025 9:57:40 AM
Attachments: [image.png](#)

You don't often get email from dianbyu@gmail.com. [Learn why this is important](#)

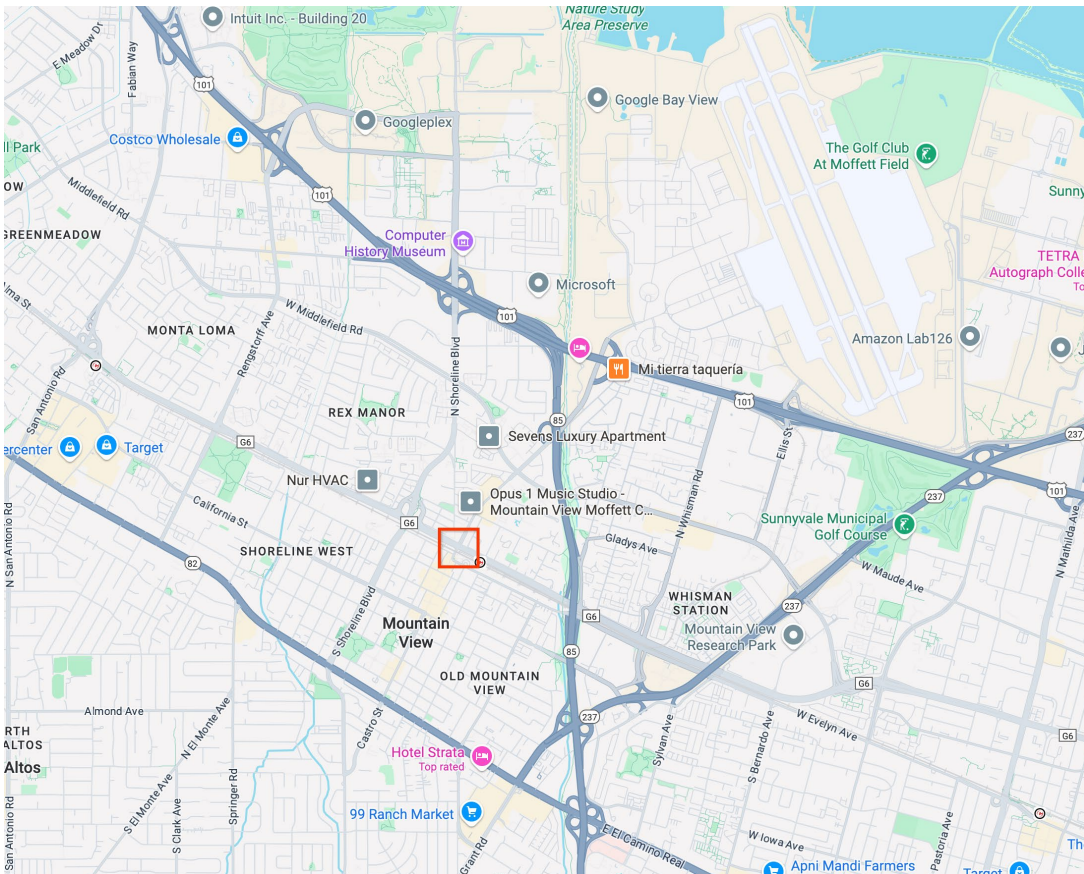
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To Whom It May Concern,

I, along with my neighbors residing near the intersection between Moffett Blvd and Central Expressway (labeled in the map below), have experienced excessive train horns at night, typically after midnight (around 2 AM). While we understand these horns are used for safety concerns, their loudness after quiet hours (commonly defined as 10 PM) is a public health hazard that could lead to more severe safety issues.

We would like to request a review of the current train horn policy in this area, particularly regarding the volume and frequency of horns during nighttime hours, and explore potential solutions to mitigate the disturbance while maintaining safety.

Sincerely,
David





BOARD OF DIRECTORS 2025

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July 24, 2025

The Honorable Scott Wiener
California State Senate
1021 O Street, Suite 6630
Sacramento, CA 95814

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

Subject: Support for SB 63 (Wiener) Caltrain Allocation and Expenditure Plan

Dear Senators Wiener and Arreguín,

On behalf of Caltrain, we want to thank you for your continued efforts to authorize a regional revenue measure (SB 63) that would support public transit in our region. At a special Board meeting on July 23, 2025, and with the benefit of the information contained in your letter of the same date, the Peninsula Corridor Joint Powers Board (JPB) voted 7-0 to endorse the following terms for the allocation of regional transit measure funds intended for Caltrain. These terms are consistent with the expenditure plan outlined in your July 23rd letter.

1. The funding target for Caltrain in the regional transit measure should be approximately \$75 million, which Caltrain will use to fund its operating expenses, and which will serve as a cap on operating contributions from the regional transit measure and member agencies for the duration of the measure.
2. The annual allocation of these regional funds among the Caltrain member agencies should be approximately: \$32.5 million for Santa Clara County, \$32.5 million for San Mateo County, and \$10 million for the City and County of San Francisco. The precise amounts will be specified in the bill text. This allocation between member agencies is for the sole use of SB 63 and will not set a precedent for future allocations.
3. This allocation formula should be limited to the term of the regional transit measure and should not set a precedent regarding potential amendments to the Joint Powers Agreement (JPA).
4. The member agencies will resume discussions concerning potential JPA amendments with the goal of resolving inconsistencies and ambiguities and eliminating duplicative agreements.

PENINSULA CORRIDOR JOINT POWERS BOARD

1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200


5. The JPB recognizes SamTrans investment in the acquisition of the right-of-way, its leadership during times of crisis, and the challenges the member agencies have faced as a partnership. The JPB is committed to finding a new path forward where we can work better together on behalf of our riders.

The allocation described in the second term is the result of a compromise among the members of the JPB Ad Hoc Governance Committee, which had discussed multiple options for a formula to allocate member agency responsibility for Caltrain's operating deficit. Faced with divergent positions from the Santa Clara Valley Transportation Authority and the San Mateo County Transit District and understanding San Francisco's financial limitations, the Ad Hoc Committee agreed to put the rationale for their respective formula positions to the side and compromise on an allocation that had an even split between VTA and SamTrans (see term 2). In addition, the Ad Hoc Committee agreed that this decision would not establish a precedent for future discussions concerning the JPA.

During the Caltrain Board meeting on July 23, members of the JPB unanimously supported the proposed terms listed above and acknowledged the significance of the regional transit measure for Caltrain. They also recognized SamTrans's leadership in the acquisition of the right-of-way and the administration of Caltrain. The three-county Board reaffirmed their collective commitment to working together in close partnership to forge a path forward – one that strengthens Caltrain and better serves its riders and the region.

We deeply appreciate your leadership in authoring SB 63 and ensuring a promising future not just for Caltrain's riders but also for the broader region. We look forward to working with you on the successful enactment of SB 63.

Sincerely,



Steve Heminger

Chair, Caltrain Board of Directors

cc: Caltrain State Delegation
Peninsula Corridor Joint Powers Board of Directors
San Francisco County Transportation Authority Board of Directors
San Francisco Municipal Transportation Agency Board of Directors
San Mateo County Transit District Board of Directors
San Mateo County Transportation Authority Board of Directors
Santa Clara County Valley Transportation Authority Board of Directors