



JPB Board of Directors
Meeting of September 4, 2025

Correspondence as of August 22, 2025

<u>#</u>	<u>Subject</u>
----------	----------------

- | | |
|----|--|
| 1. | RE: [EXTERNAL] Train Horn Complaint at 2am in Mountain View – <i>City of Mountain View, Assistant Public Works Director response</i> |
| 2. | VTA's BART Phase II: September 2025 Construction Update |
| 3. | Correspondence sent to JPB TOPS Committee re: JPB Action Item Follow-Up: Guadalupe River Bridge Project Short-Term Expenditure Plan |
| 4. | Proposal to Allow Dogs on Caltrain During Weekends |
| 5. | BSVII Project: September 2025 West Portal Construction Notice (Extended Work Hours) |

From: [Boyer, Allison](#)
To: dianbyu@gmail.com
Cc: Matthew.Bond@cpuc.ca.gov; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: RE: [EXTERNAL] Train Horn Complaint at 2am in Mountain View
Date: Monday, August 4, 2025 9:32:40 AM
Attachments: [image001.png](#)
[image005.png](#)
[image002.png](#)

You don't often get email from allison.boyer@mountainview.gov. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

David,

Your email to the City Council was forwarded to me for a response and the City Council is blind copied.

With the recent adoption of the FY25/26 budget, City Council approved funding for a Quiet Zone feasibility study. City staff is currently working on the scope for a consultant to begin this study. We anticipate having a consultant onboard by early next year. Staff will work with the consultant to explore the implementation of quiet zones, and determine what options are available to the City.

As noted in email from Caltrain, establishing quiet zones can be both costly and time extensive. However, the City is committed to exploring the possibilities.

Please feel free to reach out to me to discuss further.

Thanks,

Allison Boyer, PE
Assistant Public Works Director
City of Mountain View
650-903-6237

From: Bond, Matthew <Matthew.Bond@cpuc.ca.gov>
Sent: Monday, July 28, 2025 3:07 PM
To: Dian Yu <dianbyu@gmail.com>; , Code Enforcement <code.enforcement@mountainview.gov>; Board@caltrain.com; City Council <city.council@mountainview.gov>
Subject: RE: [EXTERNAL] Train Horn Complaint at 2am in Mountain View

CAUTION: EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

David,

Both State and Federal law require the use of the train horn at all rail crossings unless a Quiet Zone has been established under Federal guidelines. Please see below for additional background information. It is a complicated process to establish a Quiet Zone, which must be done by the local roadway agency (the City of Mountain View). There is no quick or easy solution for the train horn. Eliminating the train horn at crossings has been shown to increase the number of collisions, and therefore additional safety measures to be implemented in order to qualify, which requires both time and funding. The first step would be to contact the roadway agency and bring them on board. It would ultimately be up to them to pursue the project. However, a Quiet Zone may not be effective at this crossing, since trains would likely still need to blow their horns at the station pedestrian crossings.

1. Train Horn

The Federal Railroad Administration's (FRA's) Final Rule on the Use of Locomotive Horns at Highway/Rail Grade Crossings (FRA's Final Train Horn & Quiet Zone Rule), codified in the Code of Federal Regulations, Title 49, Part 222 (49 CFR Part 222), became effective in 2005. It requires that the train horn be sounded on approach to each public crossing at least ¼ mile in advance of the crossing, and up to the time the train occupies the crossing. Additionally, California Public Utilities Code section 7604 requires train horn sounding at private and pedestrian at-grade rail crossings. Those rules do stipulate the decibel level and sound pattern of the horn; however, broad discretion is afforded to the locomotive engineer to deviate from the prescribed horn-sounding pattern if they judge there is a need for additional warning to pedestrians, animals, automobiles, etc.

2. Quiet Zone Authority

Since the adoption of the FRA's Final Train Horn & Quiet Zone Rule, local agencies may establish FRA quiet zones which meet criteria specified by the Final Rule. A local agency may not prohibit the sounding of train whistles within its limits unless they follow the requirements for establishing a "quiet zone (QZ)" in the FRA's Final Rule.

The FRA's Final Rule permits the establishment of "Quiet Zones (QZ)" at locations where Supplemental Safety Measures (SSMs) are placed at the crossing(s) to allow for the

silencing of the train horn, some or all of the time, without having a negative impact on safety. The Rule was established to craft the best compromises possible to ensure safety and mitigate the noise pollution.

The FRA's Final Rule is based on a Florida study that revealed that there was a more than 170% increase in grade crossing accidents at highway-rail grade crossings where the train horn was just silenced with no other actions (i.e. where SSMs had not been installed to mitigate the increased risk from the absence of the train horn.

3. Quiet Zone Establishment

A QZ is typically requested and undertaken by the local roadway agency (e.g., city or county), in accordance with the requirements of 49 CFR Part 222. In this case, most likely the roadway agency would need to implement and find the funds necessary for the installation of SSMs, sometimes at a cost of hundreds of thousands of dollars, which represents a serious challenge to many candidate locations. Work with your community members, public officers and elected officers to gain support and make the FRA quiet zone possible.

The QZ establishment process is detailed in 49 CFR Part 222. See the FRA's link (item 4.b below) on "How to Create a Quiet Zone" for more details.

4. For More Information

You can review:

a. the FRA's Train Horn Rule and Quiet Zones website at:

<https://www.fra.dot.gov/Page/P0889>;

b. the FRA link on "How to Create a Quiet Zone":

<http://www.fra.dot.gov/eLib/Details/L03055>; and

c. California Public Utilities Commission web site: <http://www.cpuc.ca.gov/crossings>

Please feel free to give me a call to discuss any of the information above.

Thank you,

Matthew Bond, PE, TE

Program and Project Supervisor

Rail Crossings & Engineering Branch - Rail Safety Division

California Public Utilities Commission

320 W 4th St, Suite 500 | Los Angeles, CA 90013

From: Dian Yu <dianbyu@gmail.com>

Sent: Thursday, July 24, 2025 9:57 AM

To: Bond, Matthew <Matthew.Bond@cpuc.ca.gov>; code.enforcement@mountainview.gov;
Board@caltrain.com; city.council@mountainview.gov

Subject: [EXTERNAL] Train Horn Complaint at 2am in Mountain View

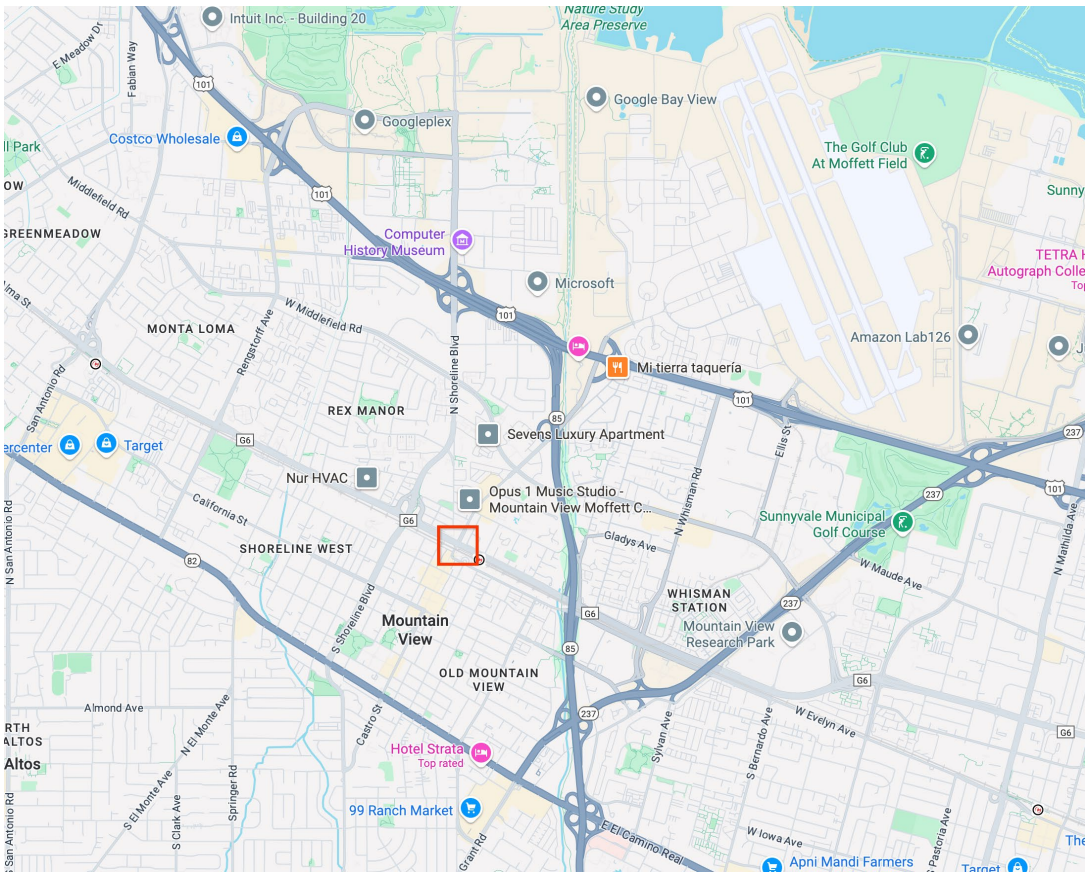
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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



From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Monday, August 18, 2025 4:47 PM
To: Board (@caltrain.com)
Subject: VTA's BART Phase II: September 2025 Construction Update

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



BART SILICON VALLEY
PHASE II EXTENSION PROJECT

September 2025 Construction Update



VTA's BART Silicon Valley Phase II Extension Project's September 2025 Construction Update has just been published!

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

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



Copyright © 2025 Valley Transportation Authority, All rights reserved.

You are receiving this email because you opted in via our website.

Our mailing address is:

Valley Transportation Authority
2830 De La Cruz Blvd
1st Floor
Santa Clara, CA 95050

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).



Jason Dayvault

From: Jason Dayvault
Sent: Friday, August 8, 2025 4:13 PM
To: Medina, Rico [rmedina@sanbruno.ca.gov]
Cc: Michelle Bouchard; Casey Fromson; Harrison, James [JHarrison@olsonremcho.com]
Subject: JPB Action Item Follow-Up: Guadalupe River Bridge Project Short-Term Expenditure Plan

Good afternoon, Dir. Medina,

At TOPS a couple of weeks ago, you requested additional information on a short-term expenditure plan to describe how the Guadalupe River Bridge Project is being funded, i.e. what projects are moving forward and what has been put on hold.

After following up with the Design & Construction team, I gathered the details listed below for your consideration.

Projects stopped before they started:

*Broadband Wireless Communications for Diesel Trains
San Mateo Parking Track OCS
Enterprise Asset Management System
San Francisquito Creek Bridge Acoustic Monitoring*

Two of the projects are still advancing either partially or are going to be completed in house:

*CEMOF Modifications to Accommodate EMUs - a small segment of this project will advance to support development of an assembly booth.
Enterprise GIS System Implementation - the remaining funding is being deferred from this project, but this project will be completed using in-house staff.*

Please let me know if you have any questions or would like additional information. A copy will also be included in the TOPS Reading File next month.

Have a great weekend!

All the best,
Jason

Jason Dayvault, Business Operations Project Manager (he/him)
1250 San Carlos Ave, San Carlos, CA 94070
Office: 650.508.6392 Cell: 650.730.7415
Website: [Caltrain](https://www.caltrain.com)



SAFETY
FIRST AND ALWAYS

From: [Ranjith Sajja](#)
To: [Board \(@caltrain.com\)](#)
Subject: Proposal to Allow Dogs on Caltrain During Weekends
Date: Thursday, August 21, 2025 11:28:29 PM

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

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

To the Caltrain Board of Directors and Management,

I am writing to propose a policy change to allow dogs on Caltrain during weekends. As a regular rider and a proud dog owner, I believe this change would bring significant benefits to the community and to Caltrain's ridership.

Currently, Caltrain's policy only permits service animals on board, which is a missed opportunity to serve a large and growing segment of the population: dog owners who want to travel with their pets. Many other transit agencies, including those in the Bay Area, have successfully implemented pet-friendly policies, demonstrating that it is a safe and practical option. For example, some agencies allow dogs in carriers or on a leash with a muzzle during non-peak hours.

Allowing dogs on Caltrain during weekends would:

- * Increase Weekend Ridership: Pet owners would be more inclined to use Caltrain for trips to parks, beaches, dog-friendly restaurants, and other destinations throughout the peninsula and beyond. This would boost revenue and attract new riders.

- * Enhance Community and Tourism: A dog-friendly policy would support local businesses and tourism by making it easier for people to explore different communities with their pets. It would encourage day trips and weekend getaways, benefiting the entire region.

- * Improve Accessibility and Convenience: For many, the ability to travel with their dog is a key factor in choosing transportation. A pet-friendly policy would make Caltrain a more convenient and appealing option, reducing the reliance on cars and contributing to a more sustainable transit system.

To address potential concerns, a pilot program could be implemented to test the feasibility of this change. This program could include specific rules such as:

- * Designated Dog Cars: Limiting dogs to certain cars on the train to accommodate riders with allergies or those who are uncomfortable around dogs.

- * Leash and Muzzle Requirements: Ensuring all dogs are leashed and, if necessary, muzzled to guarantee the safety of all passengers.

- * Weekend-Only Access: Focusing on weekends, when ridership is generally lower, to minimize crowding and potential conflicts.

I am confident that with a well-thought-out policy and clear guidelines, Caltrain can safely and successfully welcome dogs on board. This would not only make the service more appealing to a wider audience but also strengthen its role as a key part of the Bay Area community.

Thank you for your time and consideration of this important matter.

Sincerely,
Ranjith Sajja
Sunnyvale resident

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Friday, August 22, 2025 2:23 PM
To: Board (@caltrain.com)
Subject: BSVII Project: September 2025 West Portal Construction Notice (Extended Work Hours)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.



BART SILICON VALLEY
PHASE II EXTENSION PROJECT

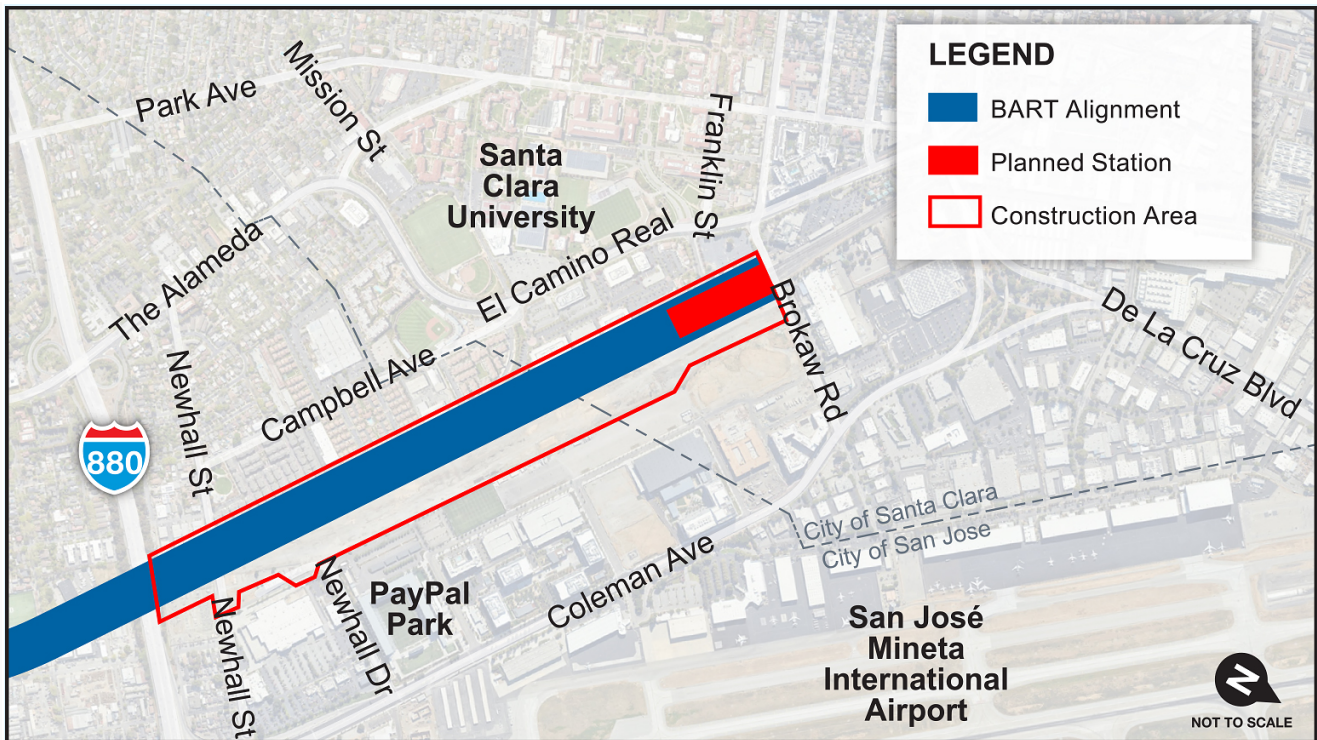
Construction Notice



Extended Construction Work Hours West Portal at Newhall Yard & Maintenance Facility

Starting as early as August 25, 2025

From 6 am - 6 am (24 Hours)



Construction Activities

VTA's BART Silicon Valley Phase II Project continues to make significant progress at the Newhall Yard West Portal Site. ***VTA will be extending operations to a 24-hour continuous schedule, Monday through Saturday, and Sunday only if needed.***

This extension will allow crews to work an additional two hours each day for operational efficiencies and the ability to conduct continuous work.

What to Expect

- Work hours between 6 a.m. – 6 a.m (24 hours)
- Work will take place Monday through Saturday, and Sunday as needed
- Extended work hours will not increase truck hauling or off-site impacts.
- Noise will continue to be actively monitored

Call the 24-hour hotline with questions or concerns at (408) 321-2345.



Project Information

VTA's BART Silicon Valley Phase II Extension (Phase II Project) is a six mile, four-station extension of BART from Berryessa / North San José Station (opened 2020) through downtown San José to the City of Santa Clara. The Phase II Project is planned to include an approx. five-mile subway, three stations with underground platforms (28th Street/ Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.



Roadway Safety Tips

- Maintain a safe following distance
- Plan your trip ahead
- Slow down and follow posted speed limits
- Be aware of your surroundings
- Pay attention to safety sign

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



Copyright © 2025 Valley Transportation Authority, All rights reserved.

You are receiving this email because you opted in via our website.

Our mailing address is:

Valley Transportation Authority
2830 De La Cruz Blvd
1st Floor
Santa Clara, CA 95050

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

