



JPB Board of Directors
Meeting of November 6, 2025

Correspondence as of November 5, 2025

<u>#</u>	<u>Subject</u>
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| 1. | Re: Caltrain App Discontinuation |
| 2. | BSVII Project: November 2025 Construction Notice (Building Demolition and Clean-Up) |
| 3. | For Public Record – Concerns Regarding HR Due Process, Retaliation, and Governance at Caltrain |
| 4. | For Public Record – Concerns Regarding HR Due Process, Retaliation, and Governance at Caltrain |
| 5. | Re: Cal Train Horn Noise – Burlingame – <i>Staff response</i> |

From: [Ben Gelb](#)
To: [Caltrain BOD Public Support](#)
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Caltrain App Discontinuation
Date: Sunday, November 2, 2025 6:21:53 PM

Some people who received this message don't often get email from ben@gelbnet.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.

It seems that ParkMobile is not yet available. When will it be available? it is extremely inconvenient that there is no app based payment method for daily parking. Most parking spots are very far from the small number of machines at my local station.

I suggest offering free daily parking until your payment situation is resolved.

On Wed, Oct 8, 2025 at 2:29 PM Caltrain BOD Public Support
<CaltrainBODPublicSupport@caltrain.com> wrote:

Dear Ben Gelb,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thank you for contacting Caltrain.

We understand your concern about the upcoming retirement of our Caltrain Mobile app, and we have logged your feedback for the proper parties to review.

However, please note that, beginning **October 31, 2025**, Caltrain will retire the Caltrain Mobile App currently used for mobile tickets and parking payments. All [Caltrain Mobile Ticket Refund](#) requests should be submitted as soon as possible, but no later than **October 31, 2025**.

As part of this transition, ParkMobile will be introduced soon after as the new way to pay for parking at all applicable Caltrain stations. Caltrain Ticket Vending Machines (TVMs) will continue to be available at every station for parking payments and fare purchases. Riders can also use the machines to load cash value to Clipper cards or purchase Adult Clipper cards.

Stay up to date and find out more info at caltrain.com/fares/how-buy

Kind regards,
Your Caltrain BOD Public Support Team

-----Original Message-----

From: Ben Gelb <ben@gelbnet.com>
Sent: Tuesday, September 30, 2025 8:10 AM

To: Board (@[caltrain.com](mailto:board@caltrain.com)) <board@caltrain.com>

Subject: Caltrain App Discontinuation

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To whom it may concern:

I have heard you are discontinuing the Caltrain app for purchasing tickets. This is horrible. I use it every day to pay for parking at Sunnyvale station. I have a Clipper BayPass from my employer (OpenAI) that covers fares, but I have to pay for parking daily. Having to use the machine every day will be hugely annoying. Can you please reconsider discontinuing app-based payment or providing some alternative efficient means of paying for parking? This is truly an enormous step backwards in terms of service.

I would be very happy to pay for a Monthly parking permit and this would make using the machine much more palatable!! But I am currently not allowed to do so because I use Clipper BayPass rather than a Caltrain monthly pass. If you can allow me to purchase a monthly permit that would be wonderful.

Thanks,
Ben Gelb
Sunnyvale
703-472-0211

From: VTA BART Phase II <vtabart@vtabsv.com>
Sent: Monday, November 3, 2025 4:38 PM
To: Board (@caltrain.com)
Subject: BSVII Project: November 2025 Construction Notice (Building Demolition and Clean-Up)

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BART SILICON VALLEY
PHASE II EXTENSION PROJECT

Construction Notice



Building Demolition and Clean-Up

25-55 N. First Street, San Jose, CA 95113

Mid-November 2025 – January 2026 from 7 a.m. to 3:30 p.m.



Construction Activities

- Demolition of building, clean-up work, and site restoration.
- Work equipment includes an excavator, water truck, skid steer, pick-up truck, drum roller, and dump truck.

What to Expect

- Demolition work will take place Monday - Friday from 7 a.m. to 3:30 p.m.
- No impact on public roads, VTA bus or light rail service.
- Sidewalk closure on N. First Street in front of the building demolition area is anticipated in November 2025 to December 2025.
- Access to VTA public parking lot will be available throughout the duration of the work with limited parking stall availability.
- Minor to moderate noise and vibration during demolition work. Minor noise during off-haul activities.

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 approximately 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 ahead for your trip.
- Slow down and follow posted speed limits.
- Be aware of your surroundings.
- Pay attention to safety signs.

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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Valley Transportation Authority

2830 De La Cruz Blvd

1st Floor

Santa Clara, CA 95050

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From: [Audrey Brook](#)
To: [Public Comment](#)
Subject: For Public Record – Concerns Regarding HR Due Process, Retaliation, and Governance at Caltrain
Date: Monday, November 3, 2025 8:17:08 PM

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Dear Board Clerk,

Please forward the message below to the Caltrain Board of Directors and include it in the public correspondence record for the upcoming Board meeting. I also plan to deliver this statement in person during the Caltrain Board meeting on Thursday, November 6, 2025.

Thank you for your assistance.

Dear Members of the Caltrain Board,

My name is Audrey Brook, and I am a resident of San Mateo County. Until recently, I served as the Director of Capital Program Delivery at Caltrain, where I oversaw grade separations, grade crossing safety improvements, state-of-good-repair, and bridge-replacement projects.

I am writing to express my concern that Caltrain is drifting away from its core values of fairness, transparency, and accountability.

Caltrain's own Equal Employment Opportunity policy clearly states that "*retaliation is prohibited*" against any employee who reports a concern or assists in an investigation. Unfortunately, recent actions have ignored that commitment. Employees who cooperated in ongoing age and race discrimination investigations have faced intimidation and pressure — the very kind of retaliation this policy was intended to prevent.

At the same time, hiring and firing decisions have bypassed established HR due process, undermining safeguards that ensure fairness and compliance. The agency filled the leadership position I reported to for six months through a closed, non-competitive process that bypassed HR policy. These actions waste public money and erode trust among both staff and taxpayers.

The agency has since retitled that position as "Deputy Executive Director for Project Delivery and Caltrain Modernization," with a higher compensation level. Some may describe this as a cost-saving measure compared to a consulting contract, but Caltrain has paid consultant rates for nearly 18 years for the same leadership. The issue is not cost — it is accountability.

Leadership positions at Caltrain should be filled through open, competitive, and merit-based processes that demonstrate real public value. Ignoring HR policy, silencing staff, and disregarding due process are not marks of leadership — they are warning signs. When accountability disappears, transparency and ethics go with it.

Caltrain is a publicly funded agency entrusted to serve the people and communities of this region. When retaliation replaces accountability and decisions are made without due process, the integrity of that public trust is lost — and with it, confidence in our leadership.

Thank you for your time and consideration.

Sincerely,
Audrey Brook
Resident of San Mateo County

Note: I would appreciate confirmation that this correspondence will be shared with the Board and included in the public record for the November 6, 2025 meeting.

From: [Audrey Brook](#)
To: [Board \(@caltrain.com\)](#)
Subject: For Public Record – Concerns Regarding HR Due Process, Retaliation, and Governance at Caltrain
Date: Wednesday, November 5, 2025 12:27:37 PM

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Sincerely,
Audrey Brook
Resident of San Mateo County

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From: [Caltrain BOD Public Support](#)
To: danfiore3@gmail.com
Cc: [Board \(@caltrain.com\)](#)
Subject: Re: Cal Train Horn Noise - Burlingame
Date: Wednesday, November 5, 2025 12:41:46 PM

Dear Dan Fiore,

Your message to the Caltrain Board of Directors was forwarded to me for response. A copy of this correspondence will also be shared with the Board. Thank you for reaching out and sharing your concerns. We understand how disruptive frequent train horn use can be, especially in residential areas and during early morning or late evening hours.

Train horns are required by federal law for safety reasons, particularly when approaching crossings or areas where pedestrians or vehicles may be present. However, we recognize that the pattern and frequency of horn use may sometimes feel excessive. We have shared your feedback with our operations team for review.

Thank you for taking the time to let us know. If you have any additional details, such as specific times, trains, or locations, feel free to share so we can look into it further.

Kind regards,

Your Caltrain BOD Public Support Team

From: Dan Fiore <danfiore3@gmail.com>
Sent: Wednesday, October 29, 2025 2:13:50 AM (UTC+00:00) Monrovia, Reykjavik
To: Board (@caltrain.com) <Board@caltrain.com>
Subject: Cal Train Horn Noise - Burlingame

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Hello,

I recently moved to Burlingame and wanted to file a formal complaint about the excessive blowing of train horn when Cal Train passes through Burlingame. I understand the horn is necessary for safety reasons but it seems some conductors blow it in rapid succession more than others especially later in the evening (after 7pm) or early morning (around 6am).

Is there a way to limit how many horn blasts are done in succession when passing through residential neighborhoods?

Dan Fiore
Burlingame Resident