

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Tuesday, January 20, 2026 8:52 AM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: VTA Correspondence: Week Ending January 16, 2026

Board of Directors,

Attached is correspondence for the week ending January 16, 2026 as described below.

From	Topic
Santa Clara County Planning Commission	Reschedule Notice for 1/22/26 Planning Commission 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: [Murray01, Cynthia](#)
Subject: [EXTERNAL] Notice of Cancellation and Reschedule: Planning Commission - January 22, 2026 @ 6:00 p.m.
Date: Wednesday, January 14, 2026 10:13:24 AM
Attachments: [Cancellation and Reschedule Notice - PC 1-22-26.pdf](#)
Importance: High

You don't often get email from cynthia.murray01 [Learn why this is important](#)

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!

Hello,

NOTICE IS HEREBY GIVEN that the Planning Commission regular meeting scheduled for Thursday, January 22, 2026 at 6:00 p.m. has been **CANCELLED** and **RESCHEDULED** for **Thursday, January 29, 2026 at 7:00 p.m.** in the Board of Supervisors Chambers, 70 West Hedding Street, San Jose.

Please see the attached notice and contact our office with any questions.

Warm Regards,
Cynthia M. Murray
Board Clerk II
Clerk of the Board | Board of Supervisors
P: 408.299.5176

NOTICE:

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COUNTY OF SANTA CLARA
PLANNING COMMISSION

NOTICE OF RESCHEDULE

NOTICE IS HEREBY GIVEN that the Planning Commission regular meeting scheduled for Thursday, January 22, 2026 at 6:00 p.m. has been **CANCELLED** and **RESCHEDULED** for **Thursday, January 29, 2026 at 7:00 p.m.** in the Board of Supervisors Chambers, 70 West Hedding Street, San Jose.

COUNTY OF SANTA CLARA,
A political subdivision of the STATE OF CALIFORNIA

Curtis Boone,
Clerk of the Board of Supervisors

Cynthia Murray

By Cynthia Murray, Deputy Clerk

From: VTA Board Secretary <Board.Secretary@vta.org>
Sent: Friday, January 23, 2026 7:12 PM
To: VTA Board of Directors <VTABoardofDirectors@vta.org>
Subject: From VTA: VTA Correspondence: Week Ending January 23, 2026

Board of Directors,

Attached is correspondence for the week ending January 23, 2026 as described below.

From	Topic
Robert Padgett, Capitol Corridor	Capitol Corridor Service Disruption: Train 535 Trespasser Incident
Interested Citizen	South County Caltrain Service
Planning Commission	Agenda: Planning Commission 1/29/26 Meeting
Robert Padgett, Capitol Corridor	Capitol Corridor Service Reductions Due to Locomotive Availability Planned January 26 through February 27

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**

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: January 20, 2026
Subject: Capitol Corridor Service Disruption: Train 535 Trespasser Incident – Richmond, CA

This memo is regarding a Trespasser incident with a Union Pacific freight train in the city of Berkeley, CA that occurred on Monday morning, January 19, 2026, and had a significant impact on CCJPA service.

Incident Summary:

At around 11:45am, a Union Pacific Railroad freight train struck and fatally injured a trespasser approximately ¼ mile east of the Berkeley Station, which created a significant service impact to CCJPA. Due to the nature of the incident, both main tracks and Berkeley Station were necessitated to be closed in all directions while authorities responded to and investigated the scene. BART provided mutual aid between Berryessa and Richmond, and a bus bridge was established between Berkeley and Emeryville. One main track was reopened, allowing restricted speed movement around the incident at 2:00pm, all main tracks were cleared and reopened at 4:00pm, and Berkeley Station was reopened for passenger traffic shortly before 6:00pm.

CCJPA train 537 was terminated at Richmond, with its passengers transferring to BART, trains 534 and 545 were cancelled. Trains 530, 532, 534, 536, 538, 539, 541, 543, and 540 did not stop at Berkeley. Other CCJPA train delays are detailed below.

Associated CCJPA Train Delays:

530 – Two and a half hours
532 – One and a half hours
534 – Cancelled
537 – One hour, terminated at Richmond
539 – One hour
545 – Cancelled
543 – Two and a half hours
542 – Ten minutes
550 – One and half hours

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
Chris Gan	Steven Shatz
Bob Franklin	Kyle Gradinger, Caltrans Division of Rail and Mass Transit
Shane Edwards	SCG Members

From: [Hika](#)
To: [VTA Board Secretary](#)
Subject: [EXTERNAL] Disappointment at push to suspend South County Caltrain service
Date: Tuesday, January 20, 2026 4:45:30 PM

You don't often get email from [supercalafragilistcx144](#). [Learn why this is important](#)

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!

I am writing to voice my disappointment upon reading councilman Zach Hilton's suggestion to suspend Gilroy train service.

As a councilman for Gilroy I expected an advocate to support public transportation to connect Gilroy to the upper bay area. I'm further shocked that someone who bikes would be against a system meant to reduce cars and congestion on the road.

I currently take the Caltrain from Morgan Hill to Santa Clara daily for work and I am utterly shocked a fellow Gilroy citizen would constantly suggest cutting this service. Perhaps you all have not tried to make the commute to the north Bay but traffic is terrible even when leaving for the office as late as 10 am. Traffic into Morgan Hill is extremely congested at 2 pm around the Cochrane exit. I had coworkers coming up from Gilroy complaining about the Cochrane stretch of the highway adding several minutes of time into the commute.

I have constantly answered Caltrain surveys requesting more train service. If that is not feasible I don't want changes to the current services. Reduced service would make me disappointed but halting service completely would leave me outraged. It is a gigantic step back from global warming efforts, green energy, reducing emissions, promoting public transportation, etc. It would discourage folks from moving here while holding jobs in Silicon Valley.

I wish so much for more connections to bring Morgan Hill and Gilroy to San Francisco whether it be the food, entertainment or employment scene. To cut train service is a step towards cutting our thread to the Bay Area. There are people who not even consider Morgan Hill and Gilroy as part of Bay Area and canceling regular train service is going to reinforce that.

Sincerely,
Concerned South County Caltrain Regular
[Yahoo Mail: Search, Organize, Conquer](#)

From: [Planning Commission](#)
Subject: [EXTERNAL] Agenda: Planning Commission 1/29/26 Meeting
Date: Thursday, January 22, 2026 5:29:18 PM
Importance: High

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!

Good afternoon,

The agenda and related materials for the January 29, 2026 meeting of the Planning Commission are now available online at:

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 4911# (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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MEMO

To: CCJPA Board Directors
From: Robert Padgett, Managing Director
Date: January 23, 2026
Subject: **Capitol Corridor Service Reductions Due to Locomotive Availability**
Planned January 26 through February 27

This memorandum provides notification of a necessary, temporary service reduction beginning on Monday, January 26 and continuing through Friday, February 27, necessitated by continued challenges with locomotive availability. We will provide a full briefing on this issue at the February Board meeting.

Capitol Corridor shares a fleet of 23 locomotives with the San Joaquin Joint Powers Authority (SJPA)/Gold Runner service, consisting of ten Charger locomotives and thirteen F-59 locomotives. One of these units has been out of service for an extended period due to severe wreck damage. To operate full service, CCJPA and the SJPA/Gold Runner collectively require 16 locomotives. Eight locomotives are assigned to the Capitol Corridor and eight to SJPA/Gold Runner. This service should be supplemented with at least two standby locomotives to provide the ability for operations to respond to in-service mechanical issues. In recent months, the absence of standby locomotives has significantly constrained operations and contributed to an elevated number of unplanned train cancellations. Given this trend and the impact of unplanned cancellations on our customers, we believe it is necessary to make this temporary reduction in service as we address mechanical issues with the locomotives.

We expect locomotive availability to improve over the next several months. In the near term, the State is pursuing the lease of three locomotives from Caltrain. To support this effort, CCJPA and SJPA are requesting additional funding from Caltrans to cover the maintenance of leased equipment not included in the Annual Business Plan budget. Caltrain is expected to execute the lease agreement within the next several weeks, with the leased equipment anticipated to enter service a few weeks thereafter.

In parallel, our mechanical services provider, Transit America Services, Inc. (TASI), is actively addressing deferred maintenance issues on several locomotives that have been out of service for an extended period. One of the twenty-three locomotives has been out of service for more than two years due to a main engine failure and is expected to return within the next few weeks. The second locomotive has been out of service for over four years due to a severe wreck, and its return to service is unknown. TASI has also identified critical maintenance needs on several of the Charger locomotive units that must be addressed to avoid risking the long-term viability of the equipment.

As a result of these continued constraints, SJPPA/Gold Runner implemented a temporary reduced service plan in early January for a 60-day period through March 5, 2025. Unfortunately, Capitol Corridor will now also need to make reductions in service. to reduce the risk of unplanned cancellations.

Accordingly, Capitol Corridor will implement a 30-day temporary service reduction beginning Monday, January 26, and concluding Friday, February 27. During this period, the following trains will be annulled: Trains 520, 526, 534, 531, and 537. Staff recognizes the impact this reduction will have on riders and has worked closely with Amtrak to identify the least impactful trains for temporary suspension while prioritizing systemwide reliability.

Staff will continue to closely monitor locomotive availability and keep the Board informed of progress on mitigation measures and the restoration of full service.

If you have any questions, please feel free to reach out to Leo Sanchez, Deputy Managing Director at LeoS@CapitolCorridor.org.



Robert Padgett
Managing Director

Cc:

Robert Powers	Alicia Trost
Jeana Zelan	Byron Toma
Chris Gan	Steven Shatz
Bob Franklin	Kyle Gradinger, Caltrans Division of Rail and Mass Transit
Shane Edwards	SCG Members