

*****REVISED*****



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS**

Wednesday, June 18, 2025 | 10:00 a.m.

This meeting will be held in person in the San Francisco Bay Area Rapid Transit Board Room with an option for participation via teleconference.

Participants may join the CCJPA Board Meeting as follows:

- **In person** in the San Francisco Bay Area Rapid Transit Board Room located at 2150 Webster St., 1st Floor, Oakland, CA 94612 *or* any of the teleconference locations listed below; *or*
- **Via telephone** by calling 1-833-548-0282 (Toll Free) and entering access code **846 1461 0513**; *or*
- **Via Zoom** by logging into Zoom.com and entering access code **846 1461 0513**; *or*
- **Via Zoom** by typing the Zoom link <https://us06web.zoom.us/j/84614610513> into your web browser.

A simultaneous teleconference will take place at the following locations:

Dixon City Hall 600 East A Street, Dixon, CA 95620 Front Conference Room	City of Santa Clara City Hall 1500 Warburton Ave, Santa Clara, CA 95050 Council Conference Room – East Wing, 1 st Floor
The Scott Haggerty Heritage House 4501 Pleasanton Ave, Pleasanton CA 94566 Front Conference Room	Valley Transportation Authority (VTA) Offices 3331 North First Street, San Jose, CA 95134 Room B106
Sacramento City Hall 915 I Street, Sacramento, CA 95814 Council Conference Room – CH5110	Sacramento Regional Transit District Headquarters 1102 Q Street, Sacramento, CA 95811 4 th Floor, Suite 4200 – Executive Conference Room
Woodland City Hall 300 1 st Street, Woodland CA 95695 2 nd Floor, City Manager Conference Room	---

The full agenda packet, supplemental materials, and presentation materials can be accessed or downloaded electronically at www.capitolcorridor.org/ccjpa-board, or by scanning the QR code.



Public comments may be submitted via the following methods:

1. Written comments:

- Send via email to ccjpaboard@capitolcorridor.org.
- Indicate “Public Comment” as the subject line.
- Please submit your comments as far in advance as possible. Emailed comments received by 3:00 pm on Tuesday, June 17th will be provided to the Board in advance of the meeting and will be included as part of the permanent Meeting record. Comments received after that time will be provided to the Board following the Meeting; *or*

2. Verbal comments, limited to two minutes per person, per item:

- Complete a “Request to Address the Board” form (available at the entrance to the Board Room) and hand it to the Secretary before the Item is considered by the Board.
- Call 1-833-548-0282 (Toll Free), enter access code **846 1461 0513**, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; *or*
- Log into Zoom.com, enter access code **846 1461 0513**, and use the raise hand feature; *or*
- Join the Board meeting via the Zoom link <https://us06web.zoom.us/j/84614610513> and use the raise hand feature.

AGENDA

- | | | |
|------|---|---------------|
| I. | Call to Order | |
| II. | Roll Call and Pledge of Allegiance (<i>Est. Time: 5 minutes</i>) | |
| III. | Report of the Chair (<i>Est. Time: 5 minutes</i>) | |
| IV. | Consent Calendar (<i>Est. Time: 5 minutes</i>) | <i>Action</i> |
| | 1. Approve Minutes of the April 16, 2025 Meeting | |
| | 2. Approve Reimbursement Agreement with City of Santa Clara for Santa Clara Utility Relocation Project | |
| | 3. Authorize Diridon Station Use Agreement with Peninsula Corridor Joint Powers Board | |
| | 4. Approve Xentrans Agreement Amendment for the California Integrated Travel Project (Cal-ITP) | |
| | 5. Approve Amendment to CCJPA/Amtrak FY 2025 Operating Agreement | |
| | 6. Approve Amendment to Agreement with Union Pacific Railroad (UPRR) for Signal System Battery Replacement Project | |
| | 7. Approve Amendment to Agreement with UPRR for Santa Clara Crossover Design Review | |
| | 8. Approve Agreement with UPRR for FY 2026 Capitalized Maintenance | |
| | 9. Adopt Revised CCJPA Investment Policy and Authorize Resolution for Local Agency Investment Fund (LAIF) | |
| V. | Action and Discussion Items | |
| | 1. Approve Rail Safety Support Program for Cities Along the Capitol Corridor – Phase 2 (<i>Est. Time: 10 minutes</i>) | <i>Action</i> |
| | 2. Approve Agreements for Customer Relationship Management (CRM) and Marketing/Communications and Customer Experience for Tap2Ride (<i>Est. Time: 15 minutes</i>) | <i>Action</i> |
| | 3. FY 2025 Advertising Program Update (<i>Est. Time: 10 minutes</i>) | <i>Info</i> |
| | 4. CCJPA Capital Project Update (<i>Est. Time: 25 minutes</i>) | |
| | a. Link21 Stage Gate 2 | <i>Action</i> |
| | b. CCJPA Capital Project Portfolio | <i>Info</i> |
| | 5. Legislation and Funding Update – State and Federal (<i>Est. Time: 10 minutes</i>) | <i>Action</i> |
| | 6. Managing Director’s Report (including Program and Project Updates) (<i>Est. Time: 10 minutes</i>) | <i>Info</i> |
| VI. | Board Director Reports (<i>Est. Time: 5 minutes</i>) | |
| VII. | Public Comments (<i>Est. Time: 10 minutes</i>) | |

VIII. Adjournment. Next Meeting Date: 10:00 a.m., September 17, 2025 – Solano Transportation Authority Board Room in Suisun City

The CCJPA Board reserves the right to take action on any agenda item. Consent calendar items are considered routine and will be enacted, approved, or adopted by one motion unless a request for discussion or explanation is received from a CCJPA Board Director or from a member of the audience.

The CCJPA Board provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address CCJPA Board matters. A request must be made within one and five days in advance of Board meetings, depending on the service requested. Please contact the Secretary's Office at (510) 464-6083 for information.

Capitol Corridor Joint Powers Authority
2150 Webster Street, P. O. Box 12688, Oakland, CA 94612-2688



BOARD OF DIRECTORS
DRAFT MINUTES OF THE 143rd MEETING (REGULAR)
WEDNESDAY, APRIL 16, 2025

Members of the Board of Directors

Bruce Houdesheldt, Chair (BART)
Melissa Hernandez, Vice Chair (BART)
Mark Foley (BART)
Janice Li (BART)
Robert Raburn (BART)
Matthew Rinn (BART)
Edward Wright (BART)
Ken Broadway (PCTPA)
Roger Dickinson (SRTD)
Tim Schaefer (SRTD)
Sudhanshu Jain (SCVTA)

Linda Sell (SCVTA)
Steve Bird (STA)
Alma Hernandez (STA)
Josh Chapman (YCTD)
Lucas Frerichs (YCTD)
Suzanne Jones (PCTPA Alternate)
Rod Brewer (SRTD Alternate)
Patrick Kennedy (SRTD Alternate)
Catherine Moy (STA Alternate)
Mayra Vega (YCTD Alternate)

MEETING DESCRIPTION

The 143rd meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, April 16, 2025, at the Solano Transportation Authority Board Room, 423 Main Street, 1st Floor, Suisun City, CA 94585, and via simultaneous teleconference at the following locations: BART Headquarters / CCJPA Offices, 2150 Webster Street, Oakland, California 94612, 1st Floor – Bid Room 161; Valley Transportation Authority (VTA) Offices 3331 North First Street, San Jose, CA 95134, Room B106; City of Citrus Heights Council Chambers 6360 Fountain Square Drive, Citrus Heights, CA 95621; Pleasant Hill City Hall, 100 Gregory Lane, Pleasant Hill, CA 94523, Community Room; The Scott Haggerty Heritage House, 4501 Pleasanton Avenue, Pleasanton, CA 94566, Front Conference Room.

Chair Houdesheldt presided; April B.A. Quintanilla, Recording Secretary.

I. CALL TO ORDER

Chair Houdesheldt called the Meeting to order at 10:00 a.m.

II. ROLL CALL AND PLEDGE OF ALLEGIANCE

Directors Present in Suisun City: Robert Raburn, San Francisco Bay Area Rapid Transit District (BART); Bruce Houdesheldt, Placer County Transportation Planning Agency (PCTPA); Ken Broadway, PCTPA, Rod Brewer, Sacramento Regional Transit District (SACRT Alternate); Sudhanshu Jain, Santa Clara Valley Transportation Authority, (SCVTA); Steve Bird, Solano Transportation Authority (STA); Catherine Moy, STA Alternate; Josh Chapman, Yolo County Transportation District, (YCTD), and Lucas Frerichs, YCTD.

Directors Present via Teleconference in Oakland: Mark Foley BART; Janice Li, BART; Edward Wright, BART.

Director Present via Teleconference in Pleasanton: Melissa Hernandez, BART.

Director Present via Teleconference in Pleasant Hill: Matthew Rinn, BART.

Director Present via Teleconference in Citrus Heights: Tim Schaefer, SRTD.

Director Present via Teleconference in Santa Clara: Linda Sell, SCVTA.

Directors Absent: Alma Hernandez, STA; Roger Dickinson, SRTD.

Director Frerichs led the Pledge of Allegiance.

III. REPORT OF THE CHAIR

Chair Houdesheldt opened the meeting with instructions on how to access meeting materials and participate in public comment. The Chair welcomed Board members and attendees and shared several announcements. Appreciation was expressed to outgoing Director Caty Maple for her contributions to CCJPA. Incoming Board members Roger Dickinson (representing the Sacramento Regional Transit District) and alternate Director Mayra Vega (representing the Yolo County Transportation District) were also welcomed, with the note that although they were not present at the meeting, they would be joining the CCJPA Board in future sessions.

Special recognition was given to April Quintanilla, who was attending her final meeting as Secretary to the Board, in honor of nearly seven years of service, including the past three as Board secretary. Board members and staff expressed gratitude for April's professionalism, dedication, and positive impact on the organization.

IV. CONSENT CALENDAR

Chair Houdesheldt brought the following Consent Calendar items before the Board:

1. Approve Minutes of the February 19, 2025 Meeting.
2. Adopt CCJPA Fiscal Year 2024-25 Budget Increase.
3. Authorize Regional Measure 3 (RM3) Funding for South Bay Connect.
4. Authorize Amendments to Interagency Transfer Agreement (ITA) Standard Agreements.

Public Comment

No comments were received.

Action

Director Bird moved to approve the Consent Calendar by one motion. Director Raburn seconded the motion, which was carried by a unanimous roll call vote and resulted in the actions outlined below:

1. *The Minutes of the February 19, 2025 Meeting* were approved. (15-0)
2. Resolution No. 25-4, "In the Matter of Adopting the Capitol Corridor Joint Powers Authority Fiscal Year 2024-25 Budget Increase," was adopted. (15-0)
3. Resolution No. 25-5, "In the Matter of Authorizing Regional Measure 3 (RM3) Funds from the Metropolitan Transportation Commission (MTC) for the Project Specifications and Estimates (PS&E) Phase of Work for the South Bay Connect Project," was adopted. (15-0)
4. Resolution No. 25-6, "In the Matter of Authorizing Amendments to the Standard Agreements for Funding Received from the State of California under the Interagency Transfer Agreement (ITA) through the Annual Business Plan Process," was adopted. (15-0)

Vote Summary:

Moved / Seconded: Director Bird/ Director Raburn

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Foley, Frerichs, Jain, Li, Rinn, Raburn, Schaefer, Sell, Wright, Moy (alt.)

No: 0.

Abstain: 0.

Absent: Directors A. Hernandez, and Dickinson.

Result: 15-0, motion carried by unanimous roll call vote.

V. ACTION AND DISCUSSION ITEMS

1. Adopt Draft Fiscal Year 2025-2026- Fiscal Year 2026-2027 Annual Business Plan.

Rob Padgette, Managing Director, introduced the item. Presentations were made by Cat Relucio, Manager of Budget and Administration, and Leo Sanchez, Deputy Managing Director. Staff reviewed

performance projections, service plans, capital initiatives, public feedback, and detailed funding requests for Fiscal Year 2026 (\$37.8M) and Fiscal Year 2027 (\$38.4M).

Public Comment

No comments were received.

Discussion

The item was discussed by Board Members and staff.

Director Raburn moved adoption of Resolution No. 25-7, “In the Matter of Approving the Draft Fiscal Year 2025-2026-Fiscal Year 2026-2027 Annual Business Plan for the Capitol Corridors Joint Powers Authority.”

Director Moy seconded the motion.

Action

Upon motion by Director Raburn and second by Director Moy, Resolution No. 25-7, “In the Matter of Approving the Draft Fiscal Year 2025-2026 Fiscal Year 2026-2027 Annual Business Plan for the Capitol Corridors Joint Powers Authority,” was adopted unanimously by the required two-thirds roll call vote.

Vote Summary:

Moved / Seconded: Director Raburn / Director Moy

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Foley, Frerichs, Jain, Li, Rinn, Raburn, Schaefer, Sell, Wright, Brewer (alt.), Moy (alt.)

No: 0.

Abstain: 0.

Absent: Directors A. Hernandez, and Dickinson.

Result: 16-0, motion carried by unanimous roll call vote.

2. Authorization of the Fiscal Year 2024–2025 Amtrak Operating Agreement.

Cat Relucio, Manager of Budget and Administration, presented the item. The Fiscal Year 2025 operating agreement authorizes train and bus operations for the period October 1, 2024, to September 30, 2025, with a not-to-exceed amount of \$28.2 million. The agreement aligns with the adopted business plan and includes projected revenue and increased service in the fourth quarter.

Public Comment

No comments were received.

Discussion

The item was discussed by Board Members and staff.

Director Raburn moved adoption of Resolution No. 25-8, “In the Matter of Approving the Agreement for the Provision of Rail Passenger Service (‘Fiscal Year 2024–2025 Operating Agreement’) Between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority.”

Director Brewer seconded the motion.

Action

Upon motion by Director Raburn and second by Director Brewer, Resolution No. 25-8, “In the Matter of Approving the Agreement for the Provision of Rail Passenger Service (‘Fiscal Year 2024–2025 Operating Agreement’) Between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority,” was adopted by unanimous roll call vote.

Vote Summary:

Moved / Seconded: Director Raburn / Director Moy

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Foley, Frerichs, Jain, Li, Rinn, Raburn, Schaefer, Sell, Wright, Brewer (alt.), Moy (alt.)

No: 0.

Abstain: 0.

Absent: Directors A. Hernandez, and Dickinson.

Result: 16-0, motion carried by unanimous roll call vote.

3. CCJPA Capital Project Portfolio Update.

Staff informed the Board that a formal presentation would not be given for this item, as a comprehensive list of capital projects was provided in the meeting packet. Directors were invited to ask questions. Director Raburn inquired about the timeline for the South Bay Connect project. Staff responded that the current timeline reflects required design coordination with Union Pacific and the inclusion of state and federal funding processes, which contribute to the 2030 delivery projection. Director Frerichs raised a question regarding the funding for the Davis Station signal improvements. Staff clarified that the project is fully funded through a combination of sources, including a \$5 million contribution from Amtrak (using ADA funds), additional support from the Federal Railroad Administration (FRA), and allocations from the State Rail Assistance (SRRA) program.

Public Comment

No comments were received.

Discussion

The item was discussed by Board Members and staff.

Action

No Board action was taken, as the item was presented for information only.

4. Legislation and Funding Update – State and Federal.

Managing Director Rob Padgett provided a brief update on legislative matters. He noted that CCJPA’s operating funds are primarily sourced from the State, while capital funding relies on the Transit and

Intercity Rail Capital Program (TIRCP), State Rail Assistance (SRRA), and diesel sales tax revenues. He also reported on pending state-level decisions related to cap-and-trade reauthorization, which may impact future capital project funding.

Public Comment

No comments were received.

Discussion

The item was discussed by Board Members and staff.

Action

No Board action was taken, as the item was presented for information only.

5. Managing Director's Report.

Managing Director Rob Padgett presented updates on ridership growth, revenue performance, on-time service metrics, and the Tap2Ride program expansion. Marketing and outreach for shorter trips and fare changes were highlighted, along with the recognition of new Climate Corps interns.

Public Comment

No comments were received.

Discussion

The item was discussed by Board Members and staff.

Action

No Board action was taken, as the item was presented for information only.

VI. BOARD DIRECTOR REPORTS

Chair Houdesheldt invited Board Director reports. Director Chapman thanked staff for their assistance in resolving an ADA-related issue raised by a constituent at Davis Station. Director Moy introduced herself to the Board, expressing appreciation for the warm welcome and support during her onboarding. Director Raburn commended staff for the successful rollout and improvements to the Tap2Ride program.

Several directors acknowledged the professionalism and responsiveness of CCJPA staff and extended thanks to CCJPA Secretary April Quintanilla for her years of dedicated service. Additional comments included spring holiday greetings and expressions of appreciation for the continued progress of Capitol Corridor services.

VII. PUBLIC COMMENTS

Roland Lebrun addressed the Board.

VIII. ADJOURNMENT

The meeting adjourned at 11:17 a.m. Next Meeting Date: 10:00 a.m., June 18, 2025 – SF Bay Area Rapid Transit Board Room in Oakland.

Bob Franklin
Interim Secretary

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Approve Reimbursement Agreement with City of Santa Clara for Santa Clara Utility Relocation Project

PURPOSE

For the CCJPA Board to authorize the scope and budget needed to perform the design and construction of the relocations of City of Santa Clara-owned utilities required by the Agnew Siding project to be fully reimbursed by the City of Santa Clara.

BACKGROUND

The CCJPA Board, through Resolution 19-08 (June 19, 2019), authorized the use of competitive State Rail Assistance (SRA) funding to work jointly with the Union Pacific Railroad to design and construct a passing siding in Santa Clara, CA, known as the Agnew Siding. The siding will be located immediately south of the Santa Clara Great America station along the Union Pacific Railroad Coast Subdivision main line.

Various underground utilities currently cross under the railroad right-of-way (“Utility Crossings”) in the area where the Agnew Siding will be constructed. In general, these Utility Crossings are permitted by agreements between the utility owner and the railroad, and in turn, those agreements ordinarily require the utility owner to relocate or protect their underground facilities at their own expense, in the event that the railroad chooses to modify their tracks in a way that could conflict with the existing Utility Crossings. There are seven (7) Utility Crossings owned by the City of Santa Clara (“City”) that will be affected by the Agnew Siding.

Utility Crossings owned by the City of Santa Clara

Several of the utility owners have embarked on their own efforts to relocate or protect their Utility Crossings. However, to meet the construction schedule desired by the CCJPA, the City would prefer that the Capitol Corridor perform the design and construction needed to protect or relocate the seven City-owned Utility Crossings. The City has offered to enter into a reimbursement agreement with the CCJPA for the performance of the design and relocation of their seven Utility Crossings (“the Project”). The CCJPA has previously executed a reimbursement agreement with the City of Santa Clara for the design phase of the Utility Relocation, under CCJPA Board Resolution 22-32. Today, CCJPA is asking for the CCJPA Board’s approval to enter into a second reimbursement agreement with the City of Santa Clara for the construction phase of the Utility Relocation project.

Proposed Funding Plan

The total Project cost is expected to be \$3,281,077. Under the proposed agreement, the CCJPA would use construction contractors/consultants to construct the relocations, while the City of Santa Clara would reimburse 100% of the CCJPA's cost for the Project.

RECOMMENDATION

It is recommended that the CCJPA Board approves a budget of not-to-exceed \$3,281,077 to implement the Project and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Reimbursement Agreement with City of Santa Clara
for Santa Clara Utility Relocation Project/

Resolution No. 25-9

WHEREAS, the CCJPA Board, through Resolution 19-08 previously authorized design and construction of a new rail siding at Santa Clara, CA (the “Agnew Siding”); and

WHEREAS, various underground utilities currently cross under the railroad right-of-way (“Utility Crossings”) in the area where the Agnew Siding will be constructed; and

WHEREAS, there are seven (7) Utility Crossings owned by the City of Santa Clara (“City”) that will be affected by the Agnew Siding; and

WHEREAS, to meet the construction schedule desired by the CCJPA, the City would prefer that the Capitol Corridor perform the design and construction needed to protect or relocate the seven City-owned Utility Crossings; and

WHEREAS, the City has offered to reimburse 100% of the CCJPA’s cost for the Project through a reimbursement agreement with the CCJPA for performance of the design and relocation of their seven Utility Crossings (“the Project”); and

WHEREAS, the CCJPA executed a reimbursement agreement with the City of Santa Clara for the design of the Utility Relocation under CCJPA Board Resolution 22-32; and

WHEREAS, the total Project cost for the construction phase of the Utility Relocation is expected to be \$3,281,077; and therefore be it

RESOLVED, that the CCJPA Board does hereby approve a reimbursement agreement with the City of Santa Clara for the construction phase of the Utility Relocation for an amount not to exceed \$3,281,077.

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for the implementation of the Project.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Authorize Diridon Station Use Agreement with Peninsula Corridor Joint Powers Board

PURPOSE

For the CCJPA Board to approve a five-year agreement (FY 2025-26 through FY 2029-30) with the Peninsula Corridor Joint Powers Board (JPB) for non-exclusive right to use and access areas of the San Jose Diridon Station.

BACKGROUND

CCJPA and the Peninsula Corridor Joint Powers Board (JPB) entered into a Diridon Station Use agreement to grant CCJPA access for reasonable passenger ingress and egress, overnight equipment storage, and inspection of the stored equipment at the San Jose Diridon Station for FY 2024-25. Prior to this agreement, the National Passenger Railroad Passenger Corporation (“AMTRAK”) and JPB held several agreements to grant AMTRAK access to the station, including access to parking facilities, passenger ingress/egress, passenger train operation, and overnight equipment storage.

CCJPA staff is requesting approval to enter into a subsequent Diridon Station Use Agreement with a similar scope as the FY 2025 agreement described above for the period of FY 2025-26 through FY 2029-30 for a not-to-exceed amount of \$900,000. The agreement would be funded annually by CCJPA Operating Funding provided to CCJPA by the California State Transportation Agency (CalSTA) through its Annual Business Plan process.

RECOMMENDATION

It is recommended that the CCJPA Board authorizes a five-year agreement with the Peninsula Corridor Joint Powers Board for San Jose Diridon Station Use funded by CCJPA Operating Funding. It is also recommended that the CCJPA Board authorizes the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for this Agreement.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution No. 25-10

In the Matter of Authorizing the FY26-FY30 Diridon Station
Use Agreement with the Peninsula Corridor Joint Powers Board (JPB)/

WHEREAS, the JPB is the owner of certain station facilities, including the platforms at the San Jose Diridon Station located at 65 Cahill St. San Jose, California 95110 (hereinafter referred to as the "Station"); and

WHEREAS, CCJPA currently operates intercity rail passenger trains that stop at the San Jose Diridon Station; and

WHEREAS, the National Passenger Railroad Passenger Corporation ("AMTRAK") and JPB entered into several agreements to grant AMTRAK access to the station, including access to parking facilities, passenger ingress/egress, passenger train operation and overnight equipment storage; and

WHEREAS, AMTRAK currently operates certain intercity rail passenger trains in the Capitol Corridor ("Capitol Corridor Service") pursuant to an agreement with the UPRR to utilize the rights held by UPRR to operate intercity passenger service under the Trackage Rights Agreement, and pursuant to a state-supported annual operating contract with the CCJPA, the administrative agency responsible for the capital funding and operation of the Capitol Corridor Service; and

WHEREAS, CCJPA and the Peninsula Corridor Joint Powers Board (JPB) entered into an agreement to grant CCJPA access for passenger ingress/egress and overnight equipment storage at Diridon Station, for a period covering July 1, 2024 through June 30, 2025; and

WHEREAS, CCJPA and the Peninsula Corridor Joint Powers Board (JPB) will amend the FY25 agreement to extend the period covering July 1, 2024 through June 30, 2025 to now formally end on August 30, 2025; and

WHEREAS, continued CCJPA service is expected to continue beyond the termination of the current amended agreement with JPB.

RESOLVED, that the CCJPA Board does hereby authorize the FY 2025-26 through FY 2029-30 Diridon Station Use Agreement between CCJPA and JPB for a not-to-exceed amount of \$900,000, which will be funded by CCJPA Operating Funding.

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute the agreement and all necessary and appropriate actions related to this initiative.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Approve Xentrans Agreement Amendment for the California Integrated Travel Project (Cal-ITP)

PURPOSE

To allow an increase in the contract capacity for the CCJPA/Xentrans contract for California Integrated Travel (Cal-ITP) “Staffing Services” from the previously CCJPA Board approved (Resolution 24-16) contract upper bounds of \$50 million to \$62 million, subject to additional secured State funding.

BACKGROUND

In June of 2024, the CCJPA Board took action to allow a contract increase of the CCJPA/Xentrans contract for Cal-ITP “Staffing Services” from \$40 million, which was the prior amended contract value, to \$50 million (Resolution 24-16). Due to interest in continuing the work by the California State Transportation Agency (CalSTA), annual allocations to CCJPA expressed through the Xentrans/CCJPA contract have sustained Cal-ITP development such that the prior contract capacity of \$50 million will shortly be exceeded.

Despite successful transitions of critical parts of the Cal-ITP effort, the State has a projection of two more years before all the Cal-ITP programs can be transferred to full State leadership and fiscal sponsorship. As such, the State has expressed its support to CCJPA as the fiscal sponsor of Cal-ITP through the end of June 2027. Based on the projected remaining consultant workload during this period of transition, the additional budget capacity required is \$12 million, which would bring the amended maximum contract threshold to \$62 million. The additional contract expenses would be paid for using several State funding sources – including annual funding requested from the California State Transportation Agency (CalSTA) via CCJPA’s Board-approved FY 2026 Annual Business Plan (ABP) funding request (Resolution 25-7), future ABP funding for FY 2027, and the California Department of Technology and the California Air Resources Board (Resolution 23-5).

As with all prior Cal-ITP Xentrans Amended Agreements, CCJPA aligns the current Xentrans contract capacity and Purchase Order with the available State funding. For the year ahead, this will result in the twelfth amended contract and subject to passage of this item's Resolution, in the next year, presuming receipt of ongoing State funding, the CCJPA would execute subsequent amendments, which would all be executable under the \$62 million contract capacity. The duration of the contract would also be extended through June 30, 2027, in accordance with anticipated State ABP allocations for Cal-ITP ongoing "Staffing Services" support.

RECOMMENDATION

It is recommended that the CCJPA Board approves Xentrans Amended Agreements for Cal-ITP Staffing Services with a maximum contract value of up to \$62 million and extended contract term of June 30, 2027, subject to securing additional State funding, and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Cal-ITP project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Amending the CCJPA/ Resolution No. 25-11
Xentrans Contract for Cal-ITP “Staffing Services” to
Increase the Contract by Up to \$62 million to Support New Funding and Additional Work Scope/

WHEREAS, Xentrans was procured to provide “staffing services” for the California Integrated Travel Project (Cal-ITP) and was previously granted an increase to their contract budget from \$40 million to \$50 million; and

WHEREAS, CCJPA is also expected to periodically, based on receipt of Annual Business Plan funding support from the California State Transportation Agency (CalSTA) or other state agencies, receive additional funding support to the implementation of Cal-ITP and would therefore require additional incremental contract amendments to the CCJPA/Xentrans Contract; and

WHEREAS, granting authority to increase the CCJPA/Xentrans contract up to \$62 million as long as incremental funding was secured would otherwise reduce the administrative and logistical burden of asking for CCJPA Board approval for each increment of additional budget capacity added to the contract; and

RESOLVED, that the CCJPA Board does hereby approve the increase of up to \$62 million of overall budget capacity as long as the required amendments to the CCJPA/Xentrans “Staffing Services” Contract are processed against secured funding for the continued execution of Cal-ITP implementation and a date extension to the end of June 30, 2027;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for the incremental amendments to this contract.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Approve Amendment to CCJPA/Amtrak FY 2025 Operating Agreement

PURPOSE

For the CCJPA Board to approve an amendment to the FY 2025 CCJPA/Amtrak Operating Agreement to increase the not-to-exceed value of the agreement due to the timing of the mechanical transition.

BACKGROUND

At the April 2025 meeting, the CCJPA Board approved the FY 2025 Amtrak Operating Agreement (Resolution 25-8) for Amtrak's operation of the Capitol Corridor Service (intercity train and feeder bus), which supports a return to full service commencing in 2025. The agreement not-to-exceed amount is based on the State's Cost Optimization Strategic Initiative (COSI) model forecast of costs in the amount of \$55.0 million less projected revenue in the amount of \$26.8 million, for a total Amtrak Operating budget of \$28.2 million, and is funded by the FY 2025 Amtrak Operating allocation from the California State Transportation Agency (CalSTA) and approved by the CCJPA Board in September of 2024 (Resolution 24-23).

As authorized by the CCJPA Board (Resolution 23-19), CCJPA transitioned the mechanical maintenance services for equipment used on the Capitol Corridor service from Amtrak to a new maintainer through a Joint Services Agreement (JSA) with the San Joaquin Joint Powers Authority (SJJPA). SJJPA, through their Managing Agency, the San Joaquin Regional Rail Commission (SJRRRC), has contracted with Transit America Services Incorporated (TASI) for the provision of mechanical maintenance services for the Northern California intercity passenger rail equipment pool. The equipment maintenance services will be paid for by SJJPA with funding allocated by the CalSTA to SJJPA on CCJPA's behalf.

The FY 2025 Amtrak Operating Agreement budget includes only three months of car and locomotive maintenance expenses due to the expected timing of the transition of mechanical maintenance services from Amtrak to TASI. However, because the transition has taken longer than expected, additional contract capacity of up to \$5.8 million is estimated to cover the car and locomotive services provided by Amtrak in the interim and during a transitional period until such time that the new provider is maintaining 100% of the equipment operated for train service on the Capitol Corridor. CCJPA staff has identified unexpended Operating Contingency Funding (Resolution 22-27), which will fund the additional car and locomotive expenses and is seeking additional funding from the State for any gap funding needs.

CCJPA staff is requesting the Board's approval to amend the FY 2025 Amtrak Operating Agreement budget up to \$34.0 million due to the Car and Locomotive expenses during the mechanical transition, pending secured funding.

RECOMMENDATION

It is recommended that the CCJPA Board approves an amendment to the FY 2025 Amtrak Operating Agreement not-to-exceed budget to up to \$34.0 million, pending secured funding.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter Approving Amendment to FY 2024-25
Amtrak Operating Agreement/

Resolution No. 25-12

WHEREAS, the CCJPA Board authorized approval of the FY 2024-25 Amtrak Operating Agreement for intercity train and feeder bus service at the April 2025 meeting under Resolution 25-8, for a total Amtrak Operating budget of \$28.2 million, and is funded by the FY 2025 Amtrak Operating allocation from the California State Transportation Agency (CalSTA) and approved by the CCJPA Board in September of 2024 (Resolution 24-23); and

WHEREAS, the CCJPA Board authorized, under Resolution 23-19, the transition of mechanical maintenance services for equipment used on the Capitol Corridor service from Amtrak to a new maintainer through a Joint Services Agreement (JSA) with the San Joaquin Joint Powers Authority (SJJPA); and

WHEREAS, the FY2025 Amtrak Operating Agreement budget only includes three months of car and locomotive expenses due to the timing of the transition of mechanical maintenance services from Amtrak to TASI; and

WHEREAS, an additional \$5.8 million in car and locomotive costs are estimated to be provided by Amtrak during the transition period in FY25, for a total contract budget of \$34.0 million; and

WHEREAS, CCJPA has identified unexpended Operating Contingency Funding, secured under Resolution 22-27, to pay for the additional expenses, and will request additional funding from the State for any gap funding needs. Therefore, be it

RESOLVED, that the CCJPA Board does hereby authorize an amendment to the FY 2025 Amtrak Operating Agreement to increase the not-to-exceed budget amount to up to \$34.0 million, pending secured funding, and authorize the Executive Director or their designee to execute the amendment for the FY 2025 Operating Agreement.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Authorize Amendment to Agreement with Union Pacific Railroad for the Signal Battery Replacement Project

PURPOSE

For the CCJPA Board to authorize an amendment to Union Pacific Railroad (UPRR) reimbursement agreement for the Signal Battery Replacement project to increase the contract value.

BACKGROUND

The Signal Battery Replacement Project (the Project) will replace approximately 836 existing signal batteries along the length of the Capitol Corridor route. The performance of the railroad signal system is key to the operation of the Capitol Corridor trains. By upgrading the standby power batteries for the signal system, the Capitol Corridor can expect better performance during times of commercial power outages. This will help improve the on-time performance of the trains, in turn helping to improve customer satisfaction and increase ridership.

CCJPA entered into a contract with UPRR in the amount of \$250,000 with an end date of March 15, 2025, under CCJPA Resolution 21-21 (September 15, 2021) such that UPRR would complete the work for the Project and bear the costs for the labor while CCJPA would bear the cost of the materials. The budget required for the Project has increased, and it is estimated to be up to \$400,000, pending final confirmation from UPRR. In addition, the contract would also require an extension of the contract termination date by one year to March 15, 2026. Unexpended Minor Capital funding allocated by the California State Transportation Agency (CalSTA) through the Annual Business Plan appropriation has been identified to cover the increased cost.

CCJPA staff is requesting authorization from the CCJPA Board to amend the UPRR agreement for the Signal Battery Replacement project to increase the contract threshold to a not-to-exceed \$400,000 and to extend the contract term to March 15, 2026, which would be funded by unexpended Minor Capital funding.

RECOMMENDATION

It is recommended that the CCJPA Board authorizes an Amendment to the Agreement with UPRR for the Signal Battery Replacement project to increase the contract capacity to not-to-exceed \$400,000, which will be funded by Minor Capital funding. It is also recommended that the CCJPA Board authorizes the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing an Amendment to the Union Pacific Railroad (UPRR)
contract to support the Signal Battery Replacement Project/

Resolution No. 25-13

WHEREAS, in the interest of improving the on-time performance and reliability of the Capitol Corridor service in the event of a commercial power outage, CCJPA wishes to replace existing signal batteries along the route; and

WHEREAS, the UPRR is the owner of the rail corridor used by the Capitol Corridor trains and are completing the work for the improvements for their property; and

WHEREAS, the CCJPA entered into a reimbursement agreement with the Union Pacific Railroad to replace approximately 836 batteries along the Capitol Corridor route pursuant to Resolution 21-21 with an initial budget of \$250,000 and an end date of March 31, 2025; and

WHEREAS, to complete this Project, the total budget, if approved by the CCJPA Board will be increased to up to \$400,000 and the end date will be extended to March 31, 2026; and

WHEREAS, the CCJPA has identified unexpended Minor Capital funding from the Annual Business Plan appropriation from the California State Transportation Agency (CalSTA) to fund the additional \$150,000; and therefore, be it

RESOLVED, that the CCJPA Board does hereby authorize an amendment to the Union Pacific Railroad reimbursement agreement, which will extend the term through March 31, 2026 and increase the contract capacity to not-to-exceed value of \$400,000 funded by Minor Capital funding.

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for the implementation of the Project.

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ACTION: DATE:		ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Approve Amendment to Agreement with Union Pacific Railroad (UPRR) for Santa Clara Crossover Design Review

PURPOSE

For the CCJPA Board to authorize an amendment to extend the contract duration for the Union Pacific Railroad reimbursement agreement for the Santa Clara Crossovers project.

BACKGROUND

The Santa Clara Crossover Project (the Project) will construct a new track crossover near the Santa Clara University station. The Project is considered critical in reducing service delays, as there are currently no opportunities for passenger trains to meet and pass between Albrae Siding and San Jose Diridon station, a distance of approximately 15 miles. The proposed track crossover will improve operational flexibility and on-time performance in the Santa Clara University station area by allowing an additional point to meet and pass trains in this currently single-track segment.

While the Capitol Corridor is leading the design process for the Project, the UPRR must review and approve any improvements proposed for their property. To facilitate the design review, CCJPA entered into an agreement with UPRR in the amount of \$125,000 under CCJPA Resolution 22-27 (September 21, 2022). Pursuant to Resolution 25-1 (February 19, 2025), the CCJPA Board authorized an amendment to the agreement with UPRR for the design review of the Santa Clara Crossovers Project to increase the contract capacity to \$340,000 using unexpended Capitalized Maintenance funding allocated by California State Transportation Agency (CalSTA). The term of the agreement currently ends on September 27, 2025, however, additional time is needed for UPRR to finalize its review of the design.

CCJPA staff is requesting authorization from the CCJPA Board to amend the UPRR agreement for the Santa Clara Crossover design review to an end date of September 27, 2027. This date should accommodate the completion of the design review as well as any potential future delays that may occur.

RECOMMENDATION

It is recommended that the CCJPA Board approve an amendment to the UPRR Design Review Agreement for Santa Clara Crossovers extending the end date to September 27, 2027 and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Amendment to Agreement with
Union Pacific Railroad (UPRR) for Santa Clara Crossover Design Review/

Resolution No. 25-14

WHEREAS, in the interest of reducing the potential for train delays due to an extended portion of single-track, the Capitol Corridor wishes to install a new crossover near the Santa Clara University station; and

WHEREAS, the UPRR is the owner of the rail corridor used by the Capitol Corridor trains and reserves the exclusive right to review and approve any improvements proposed for their property; and

WHEREAS, the CCJPA entered into an agreement with the Union Pacific Railroad in the amount of \$125,000 with an end date of September 27, 2025, for the design review by UPRR for the Santa Clara Crossovers Project under CCJPA Resolution 22-27; and

WHEREAS, the CCJPA Board authorized an amendment to the agreement with UPRR for the design review of the Santa Clara Crossovers Project to increase the contract capacity to \$340,000 using unexpended Capitalized Maintenance funding allocated by California State Transportation Agency (CalSTA) under CCJPA Resolution 25-1; and

WHEREAS, the remaining scope of work of the agreement will not be able to be completed by September 27, 2025; and therefore, be it

RESOLVED, that the CCJPA Board does hereby approve an Amendment to the Agreement with UPRR for the design review of the Santa Clara Crossovers Project to extend the agreement to September 27, 2027.

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for the implementation of the Santa Clara Crossovers project design review.

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ACTION: DATE:		ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Approve Agreement with Union Pacific Railroad (UPRR) for FY 2026 Capitalized Maintenance

PURPOSE

For the CCJPA Board to authorize an agreement with Union Pacific Railroad (UPRR) for track surfacing projects along the Capitol Corridor route for Fiscal Year 2025-2026.

BACKGROUND

In February of 2025, the CCJPA Board through Resolution 25-7 approved the draft FY 25-2026 and FY 2026-27 Annual Business Plan, which included a funding request of \$1,000,000 for the Capitol Corridor's Capitalized Maintenance Program. The purpose of these funds is to make improvements, including track surfacing, to the railroad infrastructure in order to improve the safety and schedule reliability of the Capitol Corridor service. While Union Pacific Railroad (UPRR) is currently obligated to perform surfacing work as part of its commitment stated in the UPRR/Amtrak national operating agreement, UPRR has agreed to a Supplemental Surfacing Program along the Capitol Corridor route to improve track quality, track reliability, and passenger ride comfort. UPRR owns the majority of the rail corridor used by Capitol Corridor and as such reserves the exclusive right to self-perform work on their own property. CCJPA has identified \$600,000 in Capitalized Maintenance funding [allocated by California State Transportation Agency \(CalSTA\)](#) for an agreement with UPRR to perform track surfacing work.

RECOMMENDATION

It is recommended that the CCJPA Board authorize an agreement with Union Pacific Railroad for FY 2026 Supplemental Surfacing Program agreement in the amount of \$600,000, which will be funded by the Capitalized Maintenance allocated to CCJPA through the Annual Business Plan process.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Agreement with Union Pacific Railroad (UPRR) for
FY 2026 Capitalized Maintenance/

Resolution No. 25-15

WHEREAS, track surfacing is important for improving safety, track quality, schedule reliability, and passenger ride quality; and

WHEREAS, the CCJPA Board, pursuant to resolution 25-7 approved the draft FY 25-2026 and FY 2026-27 Annual Business Plan, which included a funding request of \$1,000,000 for a CCJPA Capitalized Maintenance Program; and

WHEREAS, CCJPA staff has identified a budget for the Supplemental Surfacing Program of \$600,000; and

WHEREAS, UPRR is the owner of the route Capitol Corridor operates on and is therefore, reserves the exclusive right to self-perform work on their own track property; and

RESOLVED, that the CCJPA Board does hereby authorize an agreement with the Union Pacific Railroad in the amount of \$600,000 for a supplemental surfacing program, which will be funded by Capitalized Maintenance funding provided by the California State Transportation Agency (CalSTA) through CCJPA's Annual Business Plan process.

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for the implementation of the Project.

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ACTION: DATE:		ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT Adopt Revised CCJPA Investment Policy and Authorize Resolution for Local Agency Investment Fund

PURPOSE

For the CCJPA Board to adopt a revised CCJPA Investment Policy to expand investment opportunities and align with changes in authority for CCJPA's Managing Agency, SF Bay Area Rapid Transit (BART), and to authorize a resolution to invest monies in the Local Agency Investment Fund (LAIF).

BACKGROUND

Proposed Revised CCJPA Investment Policy

In June of 2019, under Resolution 19-13, the CCJPA Board adopted a formal investment policy that allows CCJPA to build upon CCJPA funds through investments in these financial resources. The CCJPA Investment Policy follows the same structure as the SF Bay Area Rapid Transit's Investment Policy adopted by its Board in 2017 for the investment of similar funds. Under the terms of the CCJPA Interagency Transfer Agreement with Caltrans, CCJPA is permitted to retain funds that are a result of operating cost savings (CCRP) and revenue above budget (RAB). These cost savings and additional revenue may be used for reinvestment in CCJPA service and to serve as an operation reserve fund. CCJPA has been fortunate pre-pandemic years to reduce operating costs and generate revenue above anticipated amounts. As well, CCJPA receives State Rail Assistance (SRA) funding payments upfront to pay for SRA-approved project expenditures.

Per recommendations received from CCJPA's Managing Agency, CCJPA is proposing changes to its Investment Policy that would allow expanded investment opportunities of CCJPA funds and would update the Controller-Treasurer with the Chief Financial Officer as the authority to guide the CCJPA Investment Policy in a manner as outlined in the policy. The transition from the Controller-Treasurer to the Chief Financial Officer position within the revised Investment Policy is consistent with the position outlined in the most recently executed Administrative Services Agreement (ASA) with CCJPA's Managing Agency, BART, effective February 2025. A copy of the proposed revised policy is included with this agenda item.

Local Agency Investment Fund (LAIF)

CCJPA's Investment Policy allows the investment of CCJPA funds in the Local Agency Investment Fund (LAIF), a voluntary program created by statute, began in 1977 as an investment alternative for California's local governments and special district sand it continues today under the current State Treasurer Office. The enabling legislation for the LAIF is Section 16429.1 et seq. of the California Government Code.

A Board-approved resolution is required by the LAIF to invest monies in the LAIF and designate a specific position(s) to deposit funds to the LAIF. The proposed resolution designates the Chief Financial Officer of CCJPA and Director of Treasury of the Managing Agency, BART.

This program offers local agencies the opportunity to participate in a major portfolio, which invests hundreds of millions of dollars, using the investment expertise of the State Treasurer's Office professional investment staff at no additional cost to the taxpayer. All investments and LAIF claims are audited on a daily basis by the State Controller's Office, as well as regular audits by the State. The LAIF has grown from 293 participants and \$468 million in 1977 to 2,337 participants and \$21.0 billion at the end of December 2024.

RECOMMENDATION

It is recommended that the CCJPA Board adopt the proposed revised CCJPA Investment Policy. It is also recommended that the CCJPA Board authorize the resolution to Invest Monies in the Local Agency Investment Fund.

Motion: The CCJPA Board adopts the attached resolutions.



CAPITOL CORRIDOR JOINT POWERS AUTHORITY *PROPOSED REVISED STATEMENT OF INVESTMENT POLICY*

Proposed to CCJPA Board of Directors on June 18, 2025

SECTION I: INVESTMENT OBJECTIVES, SCOPE & SUITABILITY

The Chief Financial Officer of the Capitol Corridor Joint Powers Authority (CCJPA) shall invest CCJPA funds in a manner that the Chief Financial Officer deems prudent, suitable, and advantageous under existing circumstances and in accordance with the following objectives, in order of priority:

1. Preservation of Capital – The investment portfolio should be structured to minimize the probability of a loss of principal value through adequate diversification of investments across a variety of security offerings, maturities, and financial institutions.
2. Liquidity- funds shall be invested only until date of anticipated need or for a lesser period. The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated. Furthermore, since all possible cash demands cannot be anticipated, the portfolio should consist largely of securities with active secondary or resale markets
3. Yield- generation of the best available return on investment without compromise of the first two objectives.

The priorities evidenced above are consistent with California Government Code Sections 53600.3 and 53600.5.

The CCJPA investment policy shall also discourage the investment of funds in any institution or business which conducts operations or invests funds in any country whose laws discriminate against individuals based upon race, color, or creed.

To the extent that the CCJPA funds are invested pursuant to a Trust Agreement or other Security Agreement, the provisions of such document will control the investment of the funds held hereunder.

SECTION II: GOVERNING AUTHORITY

The Chief Financial Officer may invest in Securities authorized by the California Public Utilities Code Sections 29100 through 29103; California Government Code Sections 53601, 53601.1 and 53635 and BART Board Resolution 2697 with the following exceptions: the

Chief Financial Officer will not invest in financial or commodity futures, options contracts, medium-term corporate notes, or mutual funds unless specifically authorized by the CCJPA Board. Should the provisions of respective Codes become more restrictive than those contained herein, such provisions will be considered as immediately incorporated into this investment policy.

SECTION III: AUTHORIZED INVESTMENTS

The Chief Financial Officer may invest in United States treasury notes, bonds, or bills for which the full faith and credit of the United States are pledged for the payment of principal and interest; Bonds, notes, bills, warrants or obligations issued by an agency of the United States; and Municipal Obligations issued by State or Local agencies, as authorized by California Government Code Section 53601. The term remaining to maturity of the investments may not exceed five years.

The Chief Financial Officer may invest in repurchase agreements and will accept as collateral only securities of the U.S. government and U.S. governmental agencies which have a market value, including accrued interest, equal to the amount of the repurchase agreement, as authorized by California Government Code Section 53601(j). The maturity date of the collateral may, however, be later than that required by Objective 2 above.

The Chief Financial Officer may invest in reverse repurchase agreements with a maturity of 90 days or less, as authorized by California Government Code Section 53601(j).

The Chief Financial Officer may invest in "swaps" defined as, the simultaneous buying and selling of a security of approximately the same maturity to increase yield, cash flow or to improve quality.

In addition to the securities authorized above, the Chief Financial Officer may invest in public time deposits in financial institutions having at least one branch within the Authority boundaries.

The Chief Financial Officer will accept as collateral securities authorized by the California Government Code Section 53651 (a) through (p) excluding subsection (m) promissory notes secured by first mortgages and first trust deeds. The Chief Financial Officer will require 110% collateralization, less the portion authorized by California Government Code Section 53653 on public time deposits, except for San Francisco Federal Home Loan Bank Letters of Credit, in which case the required collateralization will be 105%.

The Chief Financial Officer has the authority to waive the required collateralization and substitute Federal Deposit Insurance Corporation (FDIC) for the first \$250,000 of the investment.

The Chief Financial Officer will continue to seek minority depository institutions, as defined by the Federal Government, for the placement of a portion of the Authority's funds.

The Chief Financial Officer may invest in money market mutual funds up to 20% of CCJPA funds eligible to be invested under California Government Code Section 53601. The money market mutual funds must carry a credit rating equal to or higher than U.S. Treasury securities and their portfolio must consist entirely of direct obligations of the U. S. Government, its agencies, or instrumentalities eligible, and repurchase agreements backed by such obligations.

The Chief Financial Officer may invest in the State of California Local Agency Investment Fund as authorized by California Government Code Sections 16429.1, 2, 3 & 4. to be invested under California Government Code 53601.

The Chief Financial Officer may invest in United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank as authorized by California Government Code Section 53601 (q). These obligations may have a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of "AA" or its equivalent or better by an NRSRO. The Chief Financial Officer may use up to 30% of CCJPA funds eligible to be invested under California Government Code Section 53601.

SECTION IV: REPORTING & ANNUAL REVIEW

The Chief Financial Officer shall report on the investments covered under this policy at least bi-annually to the CCJPA Board.

The foregoing defines the CCJPA's investment policies for fiscal year 2026 and thereafter unless and until the policies are modified by the Chief Financial Officer and approved by the CCJPA Board. The Chief Financial Officer shall review this policy annually and submit modifications to the CCJPA Board when needed.

ADOPTED _____ CCJPA BOARD OF DIRECTORS

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Investment of Monies in the Local Agency
Investment Fund /

Resolution No. 25-16

WHEREAS, The Local Agency Investment Fund is established in the State Treasury under Government Code section 16429.1 et. seq. for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors hereby finds that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with Government Code section 16429.1 et. seq. for the purpose of investment as provided therein is in the best interests of the CCJPA;

NOW THEREFORE, BE IT RESOLVED, that the CCJPA Board of Directors hereby authorizes the deposit and withdrawal of Authority monies in the Local Agency Investment Fund in the State Treasury in accordance with Government Code section 16429.1 et. seq. for the purpose of investment as provided therein.

BE IT FURTHER RESOLVED, as follows:

Section 1. The following CCJPA officers holding the title(s) specified hereinbelow **or their successors in office or their delegate** are each hereby authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund and may execute and deliver any and all documents necessary or advisable in order to effectuate the purposes of this resolution and the transactions contemplated hereby:

Joseph F. Beach, and any subsequent, or their delegate – Chief Financial Officer, CCJPA
Robert Padgett, and any subsequent, or their delegate - Managing Director, CCJPA

Section 2. This resolution shall remain in full force and effect until rescinded by the CCJPA Board of Directors by resolution and a copy of the resolution rescinding this resolution is filed with the State Treasurer's Office.

PASSED AND ADOPTED, by the CCJPA Board of Directors on June 18, 2025.

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ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Approve Rail Safety Support Program for Cities Along the Capitol Corridor Phase 2

PURPOSE

To present the CCJPA Board with a CCJPA-supported funding incentive program for road authorities along the corridor to organize themselves for grade safety and rail right-of-way safety projects.

BACKGROUND

In response to an increase in trespassing incidents and the resulting devastating impacts on families, employees, and customers, the CCJPA Board, pursuant to Resolution 22-36 in November 2022, authorized the development of a rail safety support program for cities along the Capitol Corridor route using up to \$750,000 in CCJPA Operating Funds. The program was designed to leverage existing CCJPA on-call consultants by funding up to \$50,000 worth of CCJPA paid for consultant support to each road authority along the corridor to develop rail safety improvement projects at public grade crossings in their community.

Through this program, CCJPA staff worked with fourteen local communities on grade crossing safety improvement projects, assisting with tasks such as high-level safety assessments and project prioritization, coordination with Union Pacific Railroad, cost estimating and conceptual designs, request-for-proposal development and guidance, and reviewing existing project materials. This program was intended to address the reality that municipal staff often lack the expertise, procurement capacity, or funding to address endemic rail safety issues. This program met that goal, and in the process, CCJPA staff identified additional ways CCJPA could better assist our local partners to continue to advance these important safety projects. Accordingly, CCJPA staff is recommending a similar rail safety incentive program with some key changes to address the lessons learned from the initial run of the program.

The key lessons learned informing the design of the second phase of this program are:

- The \$50,000 in consultant assistance was helpful in sparking interest in rail safety projects among local partners. It was not enough to motivate many jurisdictions to continue to advance projects beyond the initial project conception. **The new program should incentivize and prioritize projects with a clear intent to implementation.**
- All grade crossings have a base level of risk; however, some crossings are assumed to have a higher risk of an incident based on historical incident data and high volumes of vehicle, pedestrian, and bicyclist traffic. **The new program should prioritize improvements at crossings with the highest risk of incidents.**
- At-grade crossings are not the only places where local communities are seeing safety issues. Many communities have locations where trespassing at other points along the route is a significant issue they would like to work on. **The new program should consider assisting projects at known trespassing locations, which also present safety risks.**

The new program aims to improve safety across the Capitol Corridor route while prioritizing those projects that can be implemented. While this program intends to remove some of the burden and hurdles associated with starting rail safety projects, stronger buy-in from the local communities is essential to getting projects completed.

Proposal for Phase 2

Whereas the first phase of the program casts a wide net, connecting with and offering a little consultant support to all our local community partners, it is the recommendation of CCJPA staff to prioritize and allocate more support to those jurisdictions with a stated goal of advancing a project to implementation. The program will still be open to all our local community partners, CCJPA staff will still conduct outreach to all our local community partners, and all our local community partners are encouraged to participate. However, assistance will be provided at the discretion of CCJPA staff according to pre-defined criteria:

- The project will address an existing safety issue at an existing at-grade crossing or trespassing location. The primary goal of the project must be to improve safety; any additional benefits from the project are great but should not be driving the project.
- The community has the goal of implementing the project. There is no penalty if a project does not reach implementation; however, there should be a good faith effort towards implementation. Notably, the local partner ought to be willing to allocate resources, such as staff time, to advance the project toward implementation.
- The repertoire of projects the program supports should be spread across as many local communities along the corridor as possible and as many are interested.

CCJPA staff propose a new method of distributing consultant assistance to interested local partners. Rather than a blanket \$50,000 cap in consultant assistance for each local community along our route, CCJPA staff recommends a quarterly cap of up to \$50,000 in consultant assistance per jurisdiction that expresses interest in the program and meets the program criteria described above. In the short-term, this ensures funding for the program does not rapidly deplete to assist only one project but rather is available to be spread across many projects in many communities over time. In the long-term, this allows for CCJPA to focus on continuing to help engaged local partners to advance projects further than just the initial, one-time \$50,000 could.

Each quarter, CCJPA staff will review the repertoire of projects currently in the program and any new projects new jurisdictions express interest in pursuing. Staff will determine if they meet the criteria and plan to aid all interested jurisdictions who meet the criteria for that quarter. In the event that interest in the program is greater than the program can fund, priority will be given to new jurisdictions not yet participating in the program, projects addressing higher-risk locations, determined by historical incident data, and projects with the greatest potential for implementation.

We seek approval from the CCJPA Board to use up to \$750,000 in State Rail Assistance (SRA) funding under the Grade Crossing Improvement project to develop, support, and implement this program with the recommended modifications in the hopes that it will lead toward a reduction in safety incidents and the tragic loss of life that often occurs. Consistent with Phase 1 of the Rail Safety Support Program for Cities Along the Capitol Corridor, Phase 2 is designed to leverage CCJPA's existing on-call consultant agreements to provide rail safety support to local jurisdictions.

RECOMMENDATION

It is recommended that the CCJPA Board approves Phase 2 of the Rail Safety Support Program for Cities Along the Capitol Corridor, using up to \$750,000 in State Rail Assistance Funding to support the existing on-call consultant agreement work directive for this program.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing the Rail Safety Support Program
For Cities Along the Capitol Corridor Phase 2/

Resolution No. 25-17

WHEREAS, trespasser fatalities and vehicle incidents along the Capitol Corridor rail route are tragic events for all involved; and

WHEREAS, the CCJPA intends to refine Phase 1 of the Rail Safety Support Program For Cities Along the Capitol Corridor authorized by the CCJPA Board under Resolution 22-36 to conduct outreach to cities along the route, which would utilize CCJPA on-call consultants with expertise in rail safety to develop and lead city by city rail safety improvement assistance that can be focused on grade crossings or other safety critical infrastructure situations; and

WHEREAS, Phase 2 of the Program would focus on sustaining working partnerships with road authorities who are either pursuing an ongoing and active interest in implementation or demonstrating a high-degree of engagement towards implementation; and

WHEREAS, this assistance would be up to \$50,000 in CCJPA-paid consultant support per city per quarter designed to identify and develop a series of improvements that should assist with improved rail safety; and

WHEREAS, would then support a compiled list of city-by-city improvements in terms of applying for federal and state rail safety grant programs or would support each city going after such programs; and

WHEREAS, CCJPA has identified \$750,000 in State Rail Assistance (SRA) funding under the SRA Cycle-2 approved Grade Crossing Improvement Project to be used in FY 26 and FY 27 for supporting this rail safety program; and

RESOLVED, that the CCJPA Board hereby authorize the CCJPA Executive Director or their designee to expend up to \$750,000 in State Rail Assistance Funding to support a rail safety program of this nature and to execute all agreements necessary for the implementation of the program.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Approve Agreements for Customer Relationship Management (CRM) and Marketing/Communications and Customer Experience for Tap2Ride

PURPOSE

For the CCJPA Board to authorize the CCJPA to enter into competitively procured agreements for:

1. Development and implementation of a Customer Relationship Management (CRM) system tailored for Tap2Ride participants; and
2. Marketing and communications services to support continued engagement and expansion of the Tap2Ride program.

BACKGROUND

As the Tap2Ride program continues to evolve, CCJPA has identified a need to improve its customer service and communication tools to support both internal teams and riders. To this end, CCJPA staff proposes the development of a new CRM system interface, integrated with the existing CCJPA infrastructure, to manage participant accounts, provide self-service functionality, and support customer care operations. This system will streamline customer support by presenting Tap2Ride activity in a unified, intuitive portal, enabling CCJPA staff and customers alike to more easily access relevant information.

The CRM solution will be competitively procured, with anticipated costs of \$350,000 in FY 2026 and \$150,000 in FY 2027. The platform will house critical customer tools, support secure access for customer care staff and management, and enable new functionality, including participant self-service and streamlined communication.

In parallel, the CCJPA anticipates the need to continue marketing and communication efforts that support Tap2Ride growth. A separate procurement will be conducted to secure a qualified vendor to provide creative content development, including instructional and promotional videos, copywriting, and updated digital and print graphics. These marketing and communications services will span FY 2026 and FY 2027, with an estimated cost of \$150,000, and will support recruitment and education efforts around the Tap2Ride expansion.

Each procurement exceeds the \$100,000 threshold and requires CCJPA Board approval per procurement policy and if approved, would be funded by CCJPA Operating Funding provided by the California State Transportation Agency (CalSTA) through the Annual Business Plan process.

RECOMMENDATION

It is recommended that the CCJPA Board authorizes the CCJPA to enter into a competitively procured agreement for CRM system development in the amount of \$350,000 for FY 2026 and \$150,000 for FY 2027 funded by CCJPA Operating Funding. It is also recommended that the CCJPA Board authorizes the CCJPA to enter into a separate competitively procured agreement for Tap2Ride marketing and communications services, with a total not-to-exceed amount of \$150,000 across FY 2026 and FY 2027 and funded by CCJPA Operating Funding.

It is further recommended that the CCJPA Board authorizes the Executive Director or their designee to execute the agreements and take all necessary and appropriate actions related to the implementation of this initiative.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Authorizing Agreements for CRM Development
and Marketing/Communications Services to Support Tap2Ride/

Resolution No. 25-18

WHEREAS, the CCJPA seeks to enhance customer experience and internal operational efficiency through the development of a CRM system tailored for Tap2Ride participants; and

WHEREAS, the CRM system will be competitively procured and designed to support staff-facing tools, customer-facing self-service capabilities, and program scalability; and

WHEREAS, the CRM system is expected to cost \$350,000 in FY 2026 and \$150,000 in FY 2027; and

WHEREAS, the CCJPA also requires continued support for Tap2Ride marketing and communication efforts to assist with participant engagement, education, and recruitment; and

WHEREAS, marketing and communications services will be competitively procured and are anticipated to cost \$150,000 across FY 2026 and FY 2027; and

WHEREAS, both procurements exceed the \$100,000 threshold requiring Board approval per CCJPA policy; and

WHEREAS, funding for these procurements is included in the approved Tap2Ride/Cal-ITP program budget;

RESOLVED, that the CCJPA Board authorizes the CCJPA to enter into competitively procured agreements for CRM system development and marketing and communications services in support of the Tap2Ride program, with total amounts not to exceed \$500,000 for CRM development over two fiscal years and \$150,000 for marketing and communications services over the same period, both of which will be funded by CCJPA Operating Funding provided to CCJPA by the California State Transportation Agency (CalSTA) via its Annual Business Plan process;

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute the agreement and all necessary and appropriate actions related to this initiative.

#

ACTION: DATE:		ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: FY 2025 Advertising Program Update

PURPOSE

To provide the Board with an update on the FY 2025 Advertising program.

BACKGROUND

Honey, our advertising agency partner, launched Phase 1 of the FY 2025 Advertising Program with targeted paid search and retargeting campaigns promoting the Friends & Family Offer for the Spring/Summer season. This initial phase followed a comprehensive discovery process to assess our strategic needs and audience insights. Honey is now developing new creative assets for Phase 2, which will support a broader campaign highlighting our new short fares, enhanced train amenities, Pets On Board program, and expanded service offerings. The campaign will feature video and photography captured during a recent photo shoot and is designed to increase brand visibility and ridership engagement across key markets.

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Link21 Stage Gate 2

PURPOSE

For the CCJPA Board to approve Stage Gate 2 of the Link21 (new transbay rail crossing) Program.

BACKGROUND

The need for and value of a new transbay passenger rail crossing between San Francisco and Oakland has been identified in various state and regional plans for years and has twice received support from Bay Area voters. The San Francisco Bay Area Rapid Transit District (BART) and the Capitol Corridor Joint Powers Authority (CCJPA) have jointly led the development of this new crossing through the Link21 Program (Link21), bringing it to this important decision point.

Link21 has reached the Stage Gate 2 milestone, focused on advancing a new underground passenger rail crossing of the San Francisco Bay. Staff recommends that the new crossing be built using **standard-gauge** track, which is the national and international rail standard used by most intercity passenger rail, commuter rail, high-speed rail, and freight services. This differs from BART's **broad-gauge** track, which operates exclusively within a closed network. The Stage Gate 2 Summary Report for the Link21 Program provides a summary of the Stage Gate 2 recommendation, rationale, and next steps as the program advances beyond Stage Gate 2. A copy of the report is included in the Supplemental Materials of this agenda packet and can also be viewed and downloaded from the Link21 program website at www.link21program.org.

The strategic selection of standard-gauge track for the new crossing allows for multiple passenger rail services to cross the Bay between Oakland and San Francisco, while also improving travel time for people traveling between the Sacramento Area and the San Francisco / Peninsula, and adding to the cumulative benefits that will be realized from multiple rail investments throughout Northern California. Through its participation in the federal Corridor Identification and Development Program, Capitol Corridor, in conjunction with the State of California, can continue to develop the Link21 project in preparation for the future environmental documentation phase, and also plan within the context of other rail projects in the Northern California Megaregion.

RECOMMENDATION

It is recommended that the CCJPA Board approves Stage Gate 2 to:

1. Advance a standard-gauge crossing between Oakland and San Francisco and associated improvements for continued project development within the Link21 Program; and
2. Accept from BART the transfer of Link21 program management and oversight responsibilities to the Capitol Corridor Joint Powers Authority (CCJPA), with leadership from the State of California and continued staff support and involvement from BART.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Advancing the Link21 Program through Stage Gate 2
for the Capitol Corridor Joint Powers Authority/

Resolution No. 25-19

WHEREAS, CCJPA and BART staff have been working jointly to develop the Link21 Program and are utilizing a formal Stage Gate process to select a vehicle technology for the new transbay rail crossing between Oakland and San Francisco as part of Phase 1: Program Identification; and

WHEREAS, the Link21 team, comprised of CCJPA and BART staff and Consultants conducted sufficient technical analyses and stakeholder engagement to form a technology recommendation for the new crossing; and

WHEREAS, the analysis and evaluation of a broad-gauge crossing concept and standard-gauge crossing concept revealed that the standard-gauge crossing concept meets the goals and objectives of the program and has more strategic benefits than a broad-gauge crossing; and

WHEREAS, the State of California through the State Rail Plan has identified a standard-gauge transbay rail crossing between Oakland and San Francisco as a key piece of rail infrastructure that is missing in the California passenger rail network; and

WHEREAS, advancing through Stage Gate 2 will allow the Link21 team to focus resources on one technology and conduct more detailed work on standard-gauge crossing concepts, including service planning, project extents and alignments, stations, and associated improvements in preparation for the future environmental documentation phase; and

WHEREAS, selecting a standard-gauge crossing will enable Link21 to be included in the Corridor Identification and Development Program, which is an intercity passenger rail program funded by the Federal Railroad Administration (FRA) and for which the State of California is the sponsor of Capitol Corridor in the program; and

WHEREAS, the State of California will assume a leadership role in the further development of Link21 in the context of multiple rail projects identified in the State Rail Plan that are also being considered through the FRA's Corridor Identification and Development Program; and

WHEREAS, CCJPA, as the recipient of the Link21 Transit and Intercity Rail Capital Program (TIRCP) grant from the State and as an eligible recipient of FRA funds will assume day-to-day management and oversight of the Link21 program from BART, while continuing to include BART as a key stakeholder of Link21; and

RESOLVED that the CCJPA Board does hereby approve the advancement of the Link21 Program through Stage Gate 2;

AND BE IT FURTHER RESOLVED, that the CCJPA forthwith transmit a copy of this resolution to CalSTA, Caltrans, and BART.

#

ACTION:	DATE:	ATTEST:
Ayes:		<hr/> Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: CCJPA Capital Project Portfolio

PURPOSE

CCJPA Capital Projects Portfolio - To provide the CCJPA Board of Directors with an update on CCJPA capital project portfolio and funding.

Table A – CCJPA Capital Projects, Timeline, and Funding

CCJPA CAPITAL PROJECTS June 2025					
Project Name	Project Description	Projected Completion	CCJPA Secured Funds	Partner Contribution	Total Project Cost
South Bay Connect (formerly Oakland to San Jose Phase 2A)	Relocate Capitol Corridor service between Oakland Coliseum and Newark from Niles Subdivision to Coast Subdivision, which will improve operational efficiency and service reliability and facilitate intermodal connections to the SF Peninsula.	Environmental: Nov-2030 Design: June-2030 Construction: Dec-2034*	\$ 173,820,000	N/A	\$ 464,000,000
Sacramento to Roseville Third Main Track Phase I	Construct first phase of third main track and layover facility improvements in order to increase service frequency between Sacramento and Roseville.	Environmental: Apr-2028 Design: Jun-2030 Construction: Dec-2035	\$ 158,990,000	N/A	\$ 438,000,000
SR84 Intermodal Bus Facility	New intermodal bus facility on SR 84 adjacent to the proposed Ardenwood Station (South Bay Connect), improves operational efficiency for transbay buses and shuttles.	Design: Jul-29 Construction: Feb-32	\$ 9,280,000	N/A	\$ 140,080,000
Davis Station Signal Improvements	Improve the railroad signal system and replace track crossovers at Davis station to improve reliability and lifespan of the railroad infrastructure.	Design: Oct-24 Construction: Dec-25	\$ 8,266,838	\$ 3,250,000	\$ 15,815,577
Agnew Siding	Design and construct 2,000' siding in the vicinity of the Santa Clara Great America Station.	Design: Mar-25 Construction: Sept-26	\$ 8,816,552	N/A	\$ 11,647,620
Santa Clara Crossover	Improve train operations through the installation of a new crossover on the Coast Subdivision by allowing passenger train meets north of Santa Clara University Station.	Design: Mar-25 Construction: Sept-26	\$ 5,350,000	N/A	\$ 5,350,000
Right-Of-Way Safety Improvement Program	Includes installation of security fencing at three identified priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City. (Recently awarded CRISI funding)	Project Pending Grant Acceptance Process	\$ 20,000,000	N/A	\$ 25,162,400
CAPITAL PROJECT TOTAL			\$ 384,523,390	\$ 3,250,000	\$ 1,100,055,597

Table B – CCJPA Reoccurring/Annual Projects

CCJPA ONGOING PROJECTS June 2025				
Project Name	Project Description	Projected Completion	Secured Funds	Total Project Cost Current Fiscal Year
Right-Of-Way (ROW) Safety/Security - Clean-Up	UPRR ROW clean-up including vegetation removal, clean-up and encampment relocation (Annual State Rail Assistance funding)	Ongoing	\$ 1,014,393	\$ 1,014,393
Capitalized Maintenance	Track maintenance for State of Good Repair Program to maximize on-time performance (Annual Business Plan funding)	Ongoing	\$ 1,000,000	\$ 1,000,000
Tap2Ride	Pilot program for contactless fare collection onboard the Capitol Corridor trains. (Annual Business Plan funding)	Ongoing	\$ 1,000,000	\$ 1,000,000
UPRR Special Agents	Special Agents will be responsible for responding to incidents and providing improved safety and security services. (Annual State Rail Assistance funding)	Ongoing	\$ 500,000	\$ 500,000
ONGOING PROJECT TOTAL			\$ 3,514,393	\$ 3,514,393

Table C - CCJPA-Led Projects that Support the California Intercity Passenger Rail Services

CCJPA-Led Projects Supporting the California Intercity Rail Services June 2025				
Project Name	Project Description	Projected Completion	Secured Funds	Total Project Cost
On-Board Wi-Fi for Northern California Fleet	Upgrade, provide, and manage On-Board Wi-Fi for the Northern California Fleet	Ongoing	\$ 3,074,776	\$ 3,730,005
California Integrated Travel Program (CalITP)	Serving as the fiscal sponsor for the State, develop a governance structure and approach for a system that allows for seamless statewide travel and fare purchase across multiple agencies and modes	June-25	\$ 49,483,500	\$ 49,483,500
California Passenger Information Display System (CalPIDs) Modernization	Design, test, and implement an improved passenger train arrival/alerts system all communication channels including station hardware, servers, data, and software, for Capitol Corridor, San Joaquins, ACE, and NCTD.	Construction: Sep-26	\$ 6,445,748	\$ 11,201,051
California Passenger Information Display System (CalPIDs) Operations	Support operations and maintenance of legacy CA-PIDS for CCJPA, SJJPA, and LOSSAN. Annual funding allocations by State.	Ongoing	\$ 661,198	\$ 661,198
Sacramento Valley Station (SVS) Transit Center	Pass through grant to the City of Sacramento for improvements at the SVS	Jun-26	\$ 3,194,000	\$ 3,194,000
Link21 (New Transbay Rail Crossing)	Planning and implementation strategies for a new Transbay Rail Crossing (Annual Business Plan and TIRCP funding)	June-27	\$ 11,276,000	\$ 11,276,000
CCJPA-LED INTERCITY PASSENGER RAIL SUPPORT PROJECT TOTAL			\$ 74,135,222	\$ 79,545,754

Table D – State Rail Assistance Projects and Funding

STATE RAIL ASSISTANCE (SRA) FUNDING APPROVED PROJECTS June 2025					
SRA PROJECT	SRA Cycle 1	SRA Cycle 2	Competitive SRA	TOTAL	Applications Pending
Agnew Siding	\$ -	\$ -	\$ 1,441,969	\$ 1,441,969	\$ -
Alviso Adaptation Study	\$ -	\$ -	\$ -	\$ -	\$ 107,734
CalPIDS Modernization	\$ 2,860,195	\$ 2,489,053	\$ -	\$ 5,349,248	\$ -
Davis Crossovers and Signal Replacement*	\$ -	\$ 1,747,695	\$ -	\$ 1,747,695	\$ -
Grade Separation and Safety Improvement	\$ -	\$ 1,650,000	\$ -	\$ 1,650,000	\$ -
Infrastructure Reliability Improvements	\$ -	\$ 4,200,000	\$ -	\$ 4,200,000	\$ -
Sacramento to Roseville Third Track	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
South Bay Connect	\$ -	\$ -	\$ -	\$ -	\$ 2,497,352
Station Improvements	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -
Stege Crossover and Signal Upgrade*	\$ -	\$ 3,224,000	\$ -	\$ 3,224,000	\$ -
Strategic Operations Enhancements	\$ -	\$ 666,666	\$ -	\$ 666,666	\$ -
UPRR Right-of-Way Safety and Security	\$ 4,721,500	\$ 4,200,000	\$ -	\$ 8,921,500	\$ -
UPRR Signal Replacement/Upgrade**	\$ 5,518,305	\$ -	\$ -	\$ 11,036,610	\$ -
UPRR Special Agents	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -
Total	\$ 13,100,000	\$ 22,177,414	\$ 1,441,969	\$ 36,719,383	\$ 3,605,086
* Continuation of UPRR Signal Replacement/Signal Upgrade					
** Davis and Stege Projects continue this work					

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** June 13, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Legislation and Funding Update – State and Federal

PURPOSE

To provide the CCJPA Board of Directors with an update on State and Federal legislation and funding.

State Legislation and Funding

Governor Newsom Releases May Revise and "Cap-and-Invest" Plan, Major Potential Impacts

On May 14, 2025, Governor Newsom released his mid-year update to his proposed Fiscal Year 2025-26 budget, known as the "May Revise." The May Revise includes the latest revenue projections for the upcoming fiscal year, proposed changes to discretionary expenditures, and the Governor's proposed "Cap-and-Invest" plan.

The plan represents the Governor's starting position for reauthorizing "Cap-and-Trade" beyond 2030 and is notable for what it proposes to fund and for its silence on all other investment priorities. As we detailed in our Funding Update, the plan proposes to invest, beginning in Fiscal Year 2025-26, \$1 billion in Greenhouse Gas Reduction Fund revenues annually in the high-speed rail project as well as \$1.5 billion in GGRF revenues annually in Cal Fire for fire-related activities. The plan is silent on all other investment priorities, including the existing continuous appropriations for the Transit and Intercity Rail Capital Program and Low Carbon Transit Operations Program and existing one-time appropriations to the TIRCP and ZETCP, leaving the fate of these investments to future negotiations with the Legislature.

It is critical to understand the breadth of potential impacts to transit funding presented by the "Cap-and-Invest" plan. While a starting position for the negotiations that lie ahead, the plan would:

- Reduce the state's planned \$1 billion investment in the formula-based Transit and Intercity Rail Capital Program for Fiscal Year 2025-26 to \$812 million.
- Eliminate the state's planned \$690 million investment in the formula-based Zero-Emission Transit Capital Program for Fiscal Years 2026-27 and 2027-28.

- Eliminate the state's planned \$200 million investment in TIRCP Cycle 6, impacting existing grant awards.
- Put at risk continuous appropriations to the TIRCP and LCTOP, impacting existing grant awards under TIRCP Cycle 5 and 7, and all future grant cycles.

To maintain this funding, Governor Newsom and the Legislature would need to reach an agreement to include it in the final "Cap-and-Invest" plan.

Capitol Corridor staff is working to understand and analyze the potential impacts to intercity passenger rail projects under the proposed TIRCP funding cuts and will provide an update to the Capitol Corridor Joint Powers Authority Board of Directors as more information becomes available.

Source: Executive Director's Report for May 19, 2025, California Transit Association

CCJPA Support for Governor's Cap and Invest Plan

As discussed above, the Governor's May Revise extends the Cap-and-Invest program to 2030; however, it threatens existing Transit and Intercity Rail Capital Program (TIRCP) awards under TIRCP Cycles 5, 6, and 7 and future grant cycles. Over the last decade, since the program's inception in 2014, Capitol Corridor sought TIRCP funding to facilitate station projects with local jurisdictions and to advance CCJPA's safety improvement, service optimization, service reliability enhancement, and capital expansion initiatives while utilizing our long-average journey length to reduce Vehicle Miles Travelled (VMT) and achieve the State's Greenhouse gas (GHG) objectives. Functionally, TIRCP is the most critical match source to leverage the substantial federal infrastructure bill to support California passenger rail projects, as well as be the primary match for other State and regional funds.

Prior to the introduction of TIRCP funding, the opportunities for CCJPA to develop and implement capital projects as well as be an effective partner to our local station communities was minimal. Since TIRCP's inception, CCJPA has been awarded more than \$200 million of TIRCP investment which has far-reaching impacts on California's transportation network. CCJPA's TIRCP-funded projects include Travel Time Savings, California Integrated Travel Project, Service Optimization, Sacramento to Roseville Third Track, South Bay Connect, Link21, Network Integration, Agnew Siding, and Santa Clara Interlocking. As well, CCJPA has partnered with the City of Sacramento, City of Hercules, and the Santa Cruz Metropolitan District to secure TIRCP funding to support local initiatives, spur local economic vibrancy, and convey benefits to our passengers and those of our local transit partners. Projected GHG reductions from the above projects total 2,130,896 MTCO_{2e}.

Consistent with the CCJPA Board's prior actions authorizing the acceptance of TIRCP funding, CCJPA staff is requesting the CCJPA Board to submit a letter of support to the Governor and legislature to encourage them to adopt a final Cap and Invest Plan that:

- Honors all existing funding commitments from the GGRF to California public intercity rail and transit agencies through 2030; and
- Maintains and increases the level of GGRF funding for intercity rail and transit capital and operations beyond 2030.

Motion: The CCJPA Board Chair is authorized to submit letters of support on behalf of CCJPA to Governor Newsom, legislative leaders, and CCJPA’s legislative delegation to reauthorize the Cap-and-Trade program, maintain all existing TIRCP Funding commitments to intercity rail and transit through 2030, and maintain and increase GGRF funding commitments to intercity rail and transit post-2030.

Federal Legislation and Funding

President Trump’s FY 2025-26 Federal Budget Released

On Friday, May 30, 2025, the Trump Administration released its FY 2026 budget request to Congress. The budget proposes a total of \$21.2 billion for public transit and \$16.5 billion for passenger rail when combined with advance appropriations provided by the Infrastructure Investment and Jobs Act (IIJA).

Federal Railroad Administration

1. FRA would receive a 10.8% increase over FY25, with a proposed budget of \$3.2 billion.
2. Proposes \$500 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program (a \$400 million increase above the FY2025 enacted level), bringing total CRISI funding to \$1.5 billion.
3. Proposes zeroing out Federal-State Partnership for Intercity Passenger Rail grants from the General Fund; IIJA advance appropriations are maintained at \$7.2 billion.
4. Proposes funding Amtrak at \$2.4 billion (at FY 2025 level) and shifting \$291 million from Northeast Corridor grants to National Network grants; IIJA advance appropriations are maintained at \$4.4 billion. These funds will allow Amtrak to maintain operations on its three core service lines—NEC, State-Supported, and Long-Distance routes—that carried nearly 33 million passengers in FY 2024, while FRA and Amtrak work to drive revenue growth and cost and operating efficiencies across the Amtrak business.
5. Proposes \$268 million to support FRA’s internal operations— including payroll, rent, and contributions to the Working Capital Fund—and FRA’s core safety inspection, audit, and oversight programs. The request includes \$21.6 million for the Automated Track Inspection Program (ATIP) to increase inspection coverage and enhance technical capabilities.
6. Proposes \$44.0 million to refocus FRA’s research activities on targeted safety functions.

Additionally, the president’s FY 2026 budget request proposes consolidating common program support services across operating administrations into the Office of the Secretary (OST). These include procurement, human resources, information technology, civil rights, public affairs, and governmental affairs. This shift would move approximately 800 FTEs from the operating administrations into OST.

Federal Railroad Administration

Budgetary Resources (in thousands of dollars)

Account	FY 2024			FY 2025			FY 2026 PRESIDENT'S BUDGET		
	Actual	IIJA Supplemental	Total Budgetary Resources	Enacted	IIJA Supplemental	Total Budgetary Resources	Request	IIJA Supplemental	Total Budgetary Resources
NE Corr Grants to Amtrak (GF) (D)	1,141,442	1,200,000	2,341,442	1,141,442	1,200,000	2,341,442	850,000	1,200,000	2,050,000
Nat Network Grants to Amtrak (GF) (D)	1,286,321	3,200,000	4,486,321	1,286,321	3,200,000	4,486,321	1,577,000	3,200,000	4,777,000
Amtrak Subtotal [non-add]	2,427,763	4,400,000	6,827,763	2,427,763	4,400,000	6,827,763	2,427,000	4,400,000	6,827,000
Railroad Research & Dev (GF) (D)	54,000	-	54,000	54,000	-	54,000	44,000	-	44,000
Safety & Operations (GF) (D)	267,799	-	267,799	267,799	-	267,799	268,000	-	268,000
CRISI Grants (GF) (D)	198,958	1,000,000	1,198,958	100,000	1,000,000	1,100,000	500,000	1,000,000	1,500,000
Railroad Crossing Elimination Program (GF) (D)	-	600,000	600,000	-	600,000	600,000	-	600,000	600,000
Fed-State Partnership (GF) (D)	75,000	7,200,000	7,275,000	75,000	7,200,000	7,275,000	-	7,200,000	7,200,000
Cancellation [non-add] Inactive Rail Grant Programs (GF) (D)	(53,326)	-	(53,326)	-	-	-	-	-	-
Total	3,023,520	13,200,000	16,223,520	2,924,562	13,200,000	16,124,562	3,239,000	13,200,000	16,439,000
FTEs			1,112			1,112			1,018*

* The change in FTEs from FY 2025 to FY 2026 reflects the consolidation of certain functions into the Office of the Secretary through the Working Capital Fund (WCF).

Source: [FY 2026 Budget Highlights, US Department of Transportation](#)

Surface Transportation Board (STB), Passenger Rail Advisory Committee (PRAC) Meeting
The Passenger Rail Advisory Committee (PRAC) Meeting held a meeting on May 6, 2025, at the STB headquarters in Washington, DC. The agenda included reports from the four subcommittees (Joint Operations, Current State, Expansion of Service, and Liability) and a discussion of subcommittee reports and future issues for study.

The PRAC was formed in 2023 to provide advice and guidance to the Board on passenger rail issues on a continuing basis to help the Board better fulfill its statutory responsibilities in overseeing certain aspects of passenger rail service. CCJPA Managing Director Rob Padgett serves on the 22-member PRAC as a Member at Large and participated in the meeting. He is serving as the Chair of the Subcommittee on Joint Intercity and Freight Rail Operations.

Source: Monthly Report for States for Passenger Rail Coalition (SPRC) for APRIL 2025, Tai Ginsberg & Associates

Surface Transportation Board Reauthorization – Priorities for California’s Intercity Passenger Rail System, Letter of Support from California’s Intercity Rail Corridors Linking Everyone (CIRCLE)

In response to the House Committee on Transportation and Infrastructure’s call for stakeholder feedback on the next Surface Transportation Reauthorization bill, California’s Intercity Rail Corridors Linking Everyone (CIRCLE) submitted a letter requesting the Committee’s support for priorities that will benefit California’s intercity passenger rail riders. The priorities and proposals submitted by CIRCLE include the following:

1. Maintaining State Routes as Innovation Centers - In order to continue to provide modern ridership experiences passengers demand, states must continue to be allowed to innovate on their routes.
2. Accountability and Transparency in Passenger Rail Investment and Improvement Act (PRIIA) Section 209 state payments - Transparency and accountability in state-Amtrak cost-sharing payments is necessary, including accurate and timely cost information.
3. Support Strategies to Improve the Efficiency of Rail Operations - California supports the continued expansion of rail service across the state, and to do so, we need to ensure the cost efficiency of operations.
4. Maintaining California’s National Leadership in Intercity Rail Planning and Development - Ensure that California maintains its ability to plan and deliver premier passenger railroad services.
5. Support Funding of USDOT Discretionary Rail Grants and USDOL/EDA Apprenticeship Programs - Support robust federal funding levels for discretionary rail grants and apprenticeship programs.

A copy of the letter is included with this agenda item and was signed by leadership from the California Intercity Passenger Rail Services (CA IPRs).

Source: Letter to House Committee on Transportation and Infrastructure, CIRCLE

Surface Transportation Board Reauthorization – States for Passenger Rail Coalition’s Priorities

The House Committee on Transportation and Infrastructure, Subcommittee on Railroads, Pipelines, and Hazardous Materials held a stakeholder listening session on April 10, 2025 to prepare for the next surface transportation reauthorization bill. The bipartisan session was held to learn about passenger rail priorities, and States for Passenger Rail Coalition (SPRC) Chairman Jeremy Latimer spoke at the stakeholder listening session to discuss SPRC's priorities for the bill. Attached is a copy of the letter from SPRC that details SPRC’s priorities for the reauthorization.

SPRC’s Mission is to promote the development, implementation, and expansion of Intercity Passenger Rail as part of an integrated national transportation network. Capitol Corridor staff is active in SPRC, and Rob Padgett, CCJPA Managing Director, serves on the Executive Committee as SPRC’s Treasurer.

Source: Monthly Report for States for Passenger Rail Coalition (SPRC) for APRIL 2025, Tai Ginsberg & Associates

US Department of Transportation Key Notices of Funding Opportunity (NOFO)

Month of Expected Release	Notice of Funding Opportunity (NOFO)	Operating Office
Spring 2025	Bus Programs: Bus Facilities/Low or No Emission Grants	FTA
Spring 2025	All Stations Accessibility Program	FTA
Spring 2025	Safe Streets and Roads for All	Office of the Sec.
Spring 2025	Consolidated Rail Infrastructure & Safety Improvements	FRA
Spring 2025	Federal-State Partnership for Intercity passenger Rail (NEC)	FRA
Summer 2025	Pilot Program for Transit Oriented Development	FTA
Summer 2025	Strengthening Mobility & Revolutionizing Transportation (SMART)	Office of the Sec.
Fall 2025	Corridor Identification and Development Solicitation	FRA
Fall 2025	Federal-State Partnership for Intercity Passenger Rail (National)	FRA

Source: Monthly Report for States for Passenger Rail Coalition (SPRC) for APRIL 2025, Tai Ginsberg & Associates

Amtrak's Office of Inspector General (OIG) Report – Amtrak Could Better Identify, Manage Train Strike Risks

April 16, 2025. Amtrak's Office of Inspector General (OIG) issued a report entitled, "[Amtrak Could Better Identify, Manage Train Strike Risks](#)." The OIG report found that Amtrak trains were involved in approximately 800 train strikes from FY 2020 through 2023, resulting in 594 deaths and 279 injuries, and approximately one in five of the company's passenger engineers may have been involved in such a strike in FY 2023. The OIG found that Amtrak could better identify and manage its risk of train strikes and more broadly adopt key practices to improve risk management. The OIG recommended that Amtrak develop a comprehensive process for proactively identifying and managing the risk of train strikes.

Source: Monthly Report for States for Passenger Rail Coalition (SPRC) for APRIL 2025, Tai Ginsberg & Associates



April 30, 2025

Hon. Sam Graves, Chairman
House Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

Hon. Rick Larsen, Ranking Member
House Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen:

Thank you very much for establishing a bipartisan and collaborative process for stakeholders to submit feedback for the surface transportation reauthorization bill, we appreciate your consideration of our requests. As the Committee begins efforts to reauthorize our Nation's surface transportation programs, we write to urge your support for priorities that will benefit California's intercity passenger rail riders.

California is home to the nation's leading state intercity passenger rail network. The *Pacific Surfliner*, the *Capitol Corridor*, and the *San Joaquins* intercity services are all among the six highest state ridership lines in the nation. Combined, the three routes carried over 5.6 million passengers throughout California in Fiscal Year (FY) 2019. Pre-pandemic, one out of every five Amtrak riders boarded a train in California. Over the last four decades, California has invested over \$7 billion in improving its intercity passenger rail network. We strongly believe that our state's commitment to passenger rail will position us well to compete for IIJA-related funding initiatives.

California's intercity rail system connects riders between San Diego – Los Angeles – San Luis Obispo on the *Pacific Surfliner*, San Jose – Oakland – Sacramento – Auburn on the *Capitol Corridor*, and Bakersfield – Stockton – Oakland – Sacramento on the *San Joaquins*. Additionally, the state's thruway bus network connects train riders to an additional 122 destinations throughout the region.

California's intercity services are managed by the Capitol Corridor Joint Powers Authority (CCJPA) the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, and the San Joaquin Joint Powers Authority (SJJPA) and funded by the California State Transportation Agency (CalSTA).

California's Intercity Rail Corridors Linking Everyone (CIRCLE) was formed as an advocacy coalition back in 2021. The coalition helps to educate federal policymakers on the unique nature of Amtrak state-supported services, raise awareness of California's growing passenger rail system and proposed capital investments, and build stronger relationships with national intercity rail stakeholders.

CIRCLE respectfully submits the following priorities and proposals to the Committee for consideration:

1. Maintaining State Routes as Innovation Centers

In 2008, the Passenger Rail Investment and Improvement Act (PRIIA) shifted funding responsibility from the federal government to the states for intercity passenger routes under 750 miles. As the primary funders of core intercity rail corridor service outside of the Northeast Corridor (NEC), states have been granted flexibility to provide innovative ridership experiences for their unique corridor passengers. In

California, this includes featuring local craft beers on the *Pacific Surfliner*, independent route marketing services provided by the JPAs, and state-owned equipment on the *Capitol Corridor* and the *San Joaquins*. **In order to continue to provide modern ridership experiences passengers demand, states must continue to be allowed to innovate on their routes.**

2. Accountability and Transparency in PRIIA Sec. 209 state-Amtrak payments

PRIIA required Amtrak to develop and implement a cost methodology to fairly share costs between states and Amtrak to financially support state-supported routes. It is critical that Congress ensures that Amtrak focuses sufficient resources on its internal accounting systems consistent with the new 209 policy to provide required transparency and accountability for state partners who fund the services. Given the impacts the COVID-19 pandemic on state budgeting decisions, it is more important than ever that states are provided accurate and timely cost information. **Support transparency and accountability in state-Amtrak cost sharing payments.**

3. Support Strategies to Improve the Efficiency of Rail Operations

California supports the continued expansion of rail service across the state and to do so, we need to ensure the cost efficiency of operations. We believe there are opportunities to take actions to support this effort both within and outside of Amtrak. We ask that Amtrak support states in the ability to contract out service elements to third party operators (maintenance, on-board services, station operations, rail operations) to promote innovation across the industry. We also ask that Congress avoid specific requirements on service delivery that may unintentionally increase the cost of service, particularly for those services funded by states. Finally, we support additional transparency on Amtrak related operations to share performance outcomes on service delivery to help drive down operating costs.

4. Maintaining California's National Leadership in Intercity Rail Planning and Development

As the primary funders of state-supported routes, states have maintained the lead role in intercity passenger rail planning and development. PRIIA required states to develop a FRA-accepted state rail plan with periodic updates and encouraged close coordination between FRA and states in rail policy, planning, and development. The California 2024 rail plan presents a bold vision for a customer-focused, integrated rail system that significantly grows ridership. Already the state has invested over \$3.2 billion in improving its intercity passenger rail network over recent decades. Despite California's experience delivering nation's leading intercity rail passenger rail system, the IIJA contains several provisions that reduce the states' role in intercity passenger rail planning, policy, and development. **Ensure that California maintains its ability to plan and deliver premier passenger railroad services.**

5. Support Funding of USDOT Discretionary Rail Grants and USDOL/EDA Apprenticeship Programs

While transit and highway programs have a dedicated funding source, rail programs do not and rely on the reauthorization bill and annual appropriations process for support. The USDOT discretionary grant programs provide a crucial source of funding for state-supported routes as they seek to expand capacity, grow ridership, and upgrade facilities and rolling stock. The passenger rail industry faces complex workforce challenges as the current workforce ages and struggles to attract young talent. Federal support for apprenticeship and workforce development programs plays an important role in building the next-generation of rail talent. **Support robust funding levels for discretionary rail grants and apprenticeship programs.**

Once again, thank you for your continued leadership on transportation matters for our nation. We appreciate your consideration of these important priorities.

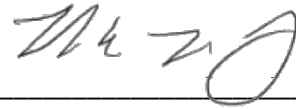
Sincerely,



Stacey Mortensen
Executive Director
San Joaquin Joint Powers Authority



Jason Jewell
Managing Director
Los Angeles – San Diego – San Luis Obispo
Rail Corridor Agency



Rob Padgette
Managing Director
Capitol Corridor Joint Powers Authority



Honorable Sam Graves
Chairman
House Committee on Transportation
and Infrastructure
Washington, D.C., 20515

Honorable Rick Larsen
Ranking Member
House Committee on Transportation
and Infrastructure
Washington, D.C., 20515

April 30, 2025

Dear Chairman Graves and Ranking Member Larsen,

Thank you for supporting our efforts to strengthen America's passenger rail network. As Congress develops the next comprehensive surface transportation reauthorization bill to fund federal multimodal transportation programs, including passenger rail, we are sharing the States for Passenger Rail Coalition (SPRC) priorities.

SPRC Members are the state and regional entities who partner with Amtrak and host railroads on the development, implementation, and expansion of intercity passenger rail as part of an integrated national transportation network. Our 27 state Members are involved with State-supported Amtrak routes, Amtrak's Northeast Corridor, and Amtrak's Long-distance network.

Priority: Support Amtrak National Network and Amtrak Northeast Corridor funding at no less than the Fiscal Year 2022 – 2026 levels.

SPRC Members' state rail programs rely on integrated partnerships with Amtrak to deliver our vision for intercity passenger rail service. A stable and high-performing Amtrak is essential for states to provide transportation options that serve our communities effectively. Amtrak provides a menu of services from performance data and price revenue management expertise to negotiation support. Amtrak is also essential to ensure our routes have operational staff and rolling stock equipment. Northeast Corridor services feed into neighboring State-supported routes, while Amtrak Long-distance routes and State-supported routes often overlap along key corridors to provide higher service levels and connect our communities regionally and nationwide. In addition to funding to support Amtrak operations, SPRC urges:

- ***Continued support to replace equipment.*** Procurement of new rolling stock is vital to ensure safe, reliable operation of passenger rail services. Amtrak must replace the rapidly deteriorating existing fleet. SPRC Members support procurement of rolling stock equipment as a nationally owned asset. Current procurement efforts are essential to

modernize intercity passenger rail in America, but these efforts are only enough to replace the existing fleet. Given long lead times to contract, design, construct, and test equipment, future procurements to accommodate planned expansions make this an urgent matter for SPRC Members both today and in the near future.

- ***Multi-year authorization of the State-Amtrak Intercity Passenger Rail Committee (SAIPRC).*** Continued congressional support for SAIPRC at the authorized level of \$6M per year is essential so that states can continue to partner with Amtrak on cost control and service enhancements and improve transparency and accountability. Since 2013, SAIPRC has become a forum for partnership between the growing number of states who sponsor Amtrak State-supported services, Amtrak, and the Federal Railroad Administration. SAIPRC staff perform the essential role of calculating state payments to Amtrak and manage initiatives which give states a stronger voice in their partnership with Amtrak.
- ***Multi-year authorization of the Northeast Corridor Commission (NECC).*** Continued congressional support for the NECC at the authorized level of \$11M per year is critical so that Amtrak, state DOTs, and commuter railroads can implement the Northeast Corridor Commuter and Intercity Cost Allocation Policy that funds operating and baseline capital charges on the NEC. The NECC also oversees collaborative service and infrastructure planning efforts among the railroads and has recently increased its efforts to monitor, improve, and report on capital program delivery for the historic infrastructure investments now underway.
- ***Multi-year authorization of Next Generation Equipment Committee (NGEC).*** It is critical to reauthorize the Next Generation Equipment and Pool Committee at \$1M per year for FY2026 through FY2030 to support efforts to advance additional equipment procurements with safe and modern rolling stock to meet the needs of expanding rail services across the nation.

Priority: Reauthorize USDOT discretionary programs that support passenger rail at no less than the Fiscal Year 2022 – 2026 levels and provide funding set asides directly to states to improve and develop rail programs across the nation.

SPRC Members are grateful for the robust funding provided through discretionary opportunities under the most recent surface transportation reauthorization. SPRC urges:

- ***Reauthorization of federal discretionary grant programs.*** The Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program; the Railroad Crossing Elimination Grant Program; the Federal-State Partnership (FSP) for Intercity Passenger

Rail – Northeast Corridor and FSP – National Network Program; Corridor Identification Program; Restoration and Enhancement Grant Program; Interstate Compact Grant Program; State Safety Participation Regulations; and Operation Lifesaver should each continue to play their critical roles in supporting the passenger rail industry.

- ***Predictable multi-year funding streams with direct set asides for States.*** The unprecedented multi-year funding the most recent surface transportation reauthorization provided for passenger rail, through mechanisms such as advance appropriations, has allowed SPRC Members to unlock a path to construction for projects mired for years in sluggish planning and design. SPRC Members would further benefit from direct set asides for states within discretionary grant programs as well as continued mechanisms for multi-year funding certainty.

Current competitive grant award and obligation processes are slow with lengthy federal staff reviews and interim administrative steps. States should be allowed latitude on project selection and assume reasonable project delivery risk under FRA programs, similar to Federal Highway Administration and Federal Transit Administration grant programs. The pairing of multi-year funding and direct set asides for states would prove to be a powerful combination.

- States would plan and execute projects faster and more efficiently. They would accelerate the completion of Service Development Plans and Project Inventories to guide the allocation of funding and build internal program delivery capacity.
- For existing passenger rail corridors with ongoing capital needs, states would rapidly deploy resources to maintain state of good repair.
- States would be able to immediately federalize projects, which would allow environmental clearance earlier in the process, leading to faster project delivery.
- The rail manufacturing and construction industry would have the confidence to invest and grow domestically, especially for large capital needs like equipment, which drive reliability and customer experience.
- The overall costs of rail service improvements could ultimately stabilize.

States have demonstrated their ability to efficiently and effectively plan and implement projects. They serve as laboratories of innovation in service and project delivery, and the principles defined here can further empower states to play that role. Thank you again for your ongoing support of passenger rail and strengthening the national network. We look forward to continued collaboration throughout the surface transportation reauthorization process to improve and modernize the U.S. national rail system.

Sincerely,

A handwritten signature in black ink, reading "Jeremy Latimer". The signature is written in a cursive style with a large, stylized "J" and "L".

Jeremy Latimer
Chairman
States for Passenger Rail Coalition
Email: jeremy.latimer@vpri.virginia.gov



Date: June 13, 2025

From: Robert Padgett, Managing Director

To: CCJPA Board of Directors

Subject: Managing Director's Report – June 2025

The CCJPA Board will be provided with an update on year-to-date service performance and other service and program updates.

The following is a summary of recently completed work and on work efforts currently underway:

- a. **Marketing and Communications Activities** - Our new advertising agency recently completed a photo/video shoot to support the development of new creative to advertise current programs, including the Short-Distance Fares, Pets On Board, and the upcoming Schedule Change. We are in the final selection steps for a Capitol Corridor Website Redesign vendor. A comprehensive outreach program to gather customer feedback on future schedules is slated to launch later this summer, and we will conduct our Annual On Board Customer Satisfaction survey in June. We are also preparing for various events scheduled at Levi's Stadium, including the upcoming 49ers season and select summer concerts.
- b. **Davis Crossover and Signal Replacement** - The design team has continued working with the UPRR to refine the track design for this project. Following a lengthy delay, the design team was recently able to complete the subsurface utility investigation. This is being used to finalize the protection or relocation of underground utilities as needed to support the project plans. The UPRR has completed the signal design and is prepared to construct the project as soon as the remaining design elements are approved. Amtrak has increased its contribution to the construction of this project. When complete, this project will provide a gateway to the future replacement of the Davis boarding platforms with a safer, ADA-compliant arrangement utilizing a center island platform with grade-separated pedestrian access. Managed by Amtrak, the boarding platform project is well underway, with design concepts presented to the City of Davis. Capitol Corridor staff will continue to coordinate the interests of the stakeholders to ensure a successful project. Amtrak has developed a draft 30% design and has entered into a Memorandum of Understanding with the City of Davis to guide the remaining design and construction of the project.

- c. **Agnew Siding** - On the single-track section between Newark and San Jose, the Agnew Siding project will provide a new location to meet and pass trains near the Santa Clara Great America station. This new siding will significantly reduce delays, which sometimes happen when trains need to meet or pass in this area. The CCJPA design team is working on the design of the necessary utility relocations on behalf of the City of Santa Clara, as well as necessary safety upgrades to the adjacent Agnew Road grade crossing. At the completion of the design and after the utility relocations are complete, the UPRR will construct the siding.
- d. **Right-of-Way Safety & Security** - The Union Pacific Railroad (UPRR) Right-Of-Ways project has been funded through June 30, 2026, through the State Rail Assistance Program. This project established a permanent Rights-of-Ways Program with UPRR for abatement of shelters, trees, weeds, and illegal dumping. The program also installs and repairs security fencing and constructs access deterrents to help reduce trespassing and related incidents. Additionally, the program funds two Union Pacific Special Agents who patrol the Right-of-Way to mitigate safety incidents along the Capitol Corridor route. One agent has been patrolling the Capitol Corridor route for about a year, and the second agent has been hired and is completing their onboarding. CCJPA staff will be working to coordinate specific areas that the UPRR agents should prioritize. This work is expected to improve safety and security for individuals along the Capitol Corridor route as well as improve Capitol Corridor's On-Time Performance (OTP). CCJPA staff are also working with the Federal Railroad Administration and Union Pacific Railroad to advance the Right-of-Way Safety Improvement Program that was awarded a \$20 million CRISI grant to install new high-security fencing at priority locations along the route. Staff are working to execute agreements with UPRR, complete environmental clearances, and secure matching state dollars which are all necessary to get the federal grant obligated.
- e. **South Bay Connect** - CCJPA's South Bay Connect CEQA Final EIR was approved by the CCJPA Board in November 2024. 10% of preliminary designs have been submitted to UPRR, and the Project team is preparing responses to UPRR comments/questions. Staff is exploring changes in the project scope that would reduce the expectations of the required cost of construction. Any such change would require support and approval from UPRR. There is also a pending lawsuit regarding the SBC Final EIR. At this time, it seems that the first federal funding for this project will arrive via the Corridor ID project, and via the Near-Term Service Development Plan (NTSDP) process. Once approved as part of the NTSDP then this project and others in the NTSDP will be eligible to move to Step 3 of Corridor ID, which will trigger the National Environmental Policy Act (NEPA) evaluation process. A parallel funded effort to SBC but functionally separate is the Ardenwood SR-84 Intermodal Bus Facility. This is in the Project Approval & Environmental Documentation (PA&ED) phase in coordination with Caltrans District 4, during which the facility design will be refined, and further public outreach conducted with key stakeholders and the general public, along with necessary environmental analyses conducted for CEQA and NEPA.

- f. **CalPIDS Modernization** - New California Passenger Information Display System (CalPIDS) equipment cabinets have been installed at majority of Capitol Corridor stations, with three (3) pending permits or additional approvals at Fremont and both shared Caltrain stations (Santa Clara University and San Jose Diridon) required by local authorities before all stations on the Capitol Corridor route can be populated with the necessary electrical wiring to allow the AT&T hardware network that will control PIDS at stations. These remaining cabinet installations and electric installations are to be completed by July 2025. CalPIDS software is undergoing testing and validation. The next steps before system turn-up and final testing are power connection to new cabinets, AT&T equipment installs, and CalPIDS equipment installs. System turn-up and final testing is expected in Fall/Winter 2025.

RECOMMENDATION

For information only.