

REVISED



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY
MEETING OF THE BOARD OF DIRECTORS
Wednesday, September 17, 2025 | 9:30 a.m.**

This meeting will be held in person in the Solano Transportation Authority Board Room with an option for participation via teleconference.

Participants may join the CCJPA Board Meeting as follows:

- **In person** in the Solano Transportation Authority Board Room located at 423 Main Street, 1st Floor, Suisun City, CA 94585 *or* any of the teleconference locations listed below; *or*
- **Via telephone** by calling 1-833-548-0282 (Toll Free) and entering access code **876 8101 4677**; *or*
- **Via Zoom** by logging into Zoom.com and entering access code **876 8101 4677**; *or*
- **Via Zoom** by typing the Zoom link <https://us06web.zoom.us/j/87681014677> into your web browser.

A simultaneous teleconference will take place at the following locations:

BART Headquarters / CCJPA Offices 2150 Webster Street, Oakland, CA 94612 1 st Floor - Bid Room 161	Valley Transportation Authority (VTA) Offices 3331 North First Street, San Jose, CA 95134 1 st Floor, Building C - Room C119
Office of Yolo County Supervisor Lucas Frerichs 600 A Street, Suite B Davis, CA 95616	---

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, September 16th 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 **876 8101 4677**, 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 **876 8101 4677**, and use the raise hand feature; *or*
- Join the Board meeting via the Zoom link <https://us06web.zoom.us/j/87681014677> and use the raise hand feature.

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance (*Est. Time: 5 minutes*)
- III. Closed Session
 1. Existing Litigation. Conference with Legal Counsel (Govt. Code Section 54956.9(a)), No of cases: 1 (Friends of Sobrante Park vs. Capitol Corridor Joint Powers Authority, et al. [Alameda County Superior Court Case #24CV104055])
- IV. Open Session
 1. Announcement from Closed Session, if any
- V. Report of the Chair (*Est. Time: 5 minutes*)
- VI. Consent Calendar (*Est. Time: 5 minutes*) *Action*
 1. Approve Minutes of the June 18, 2025 Meeting
 2. Approve 2026 Board of Directors Meeting Schedule
 3. Approve Agreements with Union Pacific Railroad (UPRR) for Federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) Funded Right-of-Way (ROW) Safety Improvement Project (SIP)
 4. Authorize Agreement with Mobility Data IO for California Integrated Travel Project (Cal-ITP)
 5. Approve Three-Year Agreements with All Day Cable Inc. and S&K Endeavors for Legacy California Passenger Information Display System (PIDS) FY 2026 Operations & Maintenance
- VII. Action and Discussion Items
 1. CCJPA Fiscal Year 2025-26 Operating Plan Update and Authorization (*Est. Time: 15 minutes*)
 - a. Adopt CCJPA FY 2025-26 Budget *Action*
 - b. Approve Agreement for Exterior Vinyl Wraps for Equipment Lease Readiness *Action*
 2. Authorize Caltrans District 3 Yolo 80 Managed Lanes Project Funding Agreement to Support Fare Reduction for Vehicle Miles Traveled (VMT) Mitigation (*Est. Time: 15 minutes*) *Action*
 3. Approve Funding Plans and Construction Agreements for Agnew Siding (*Est. Time: 10 minutes*)
 - a. Authorize Funding Plans for Agnew Siding *Action*
 - b. Approve Construction Agreements for Agnew Siding *Action*
 4. CCJPA Capital Project Update (*Est. Time: 5 minutes*)
 - a. CCJPA Capital Project Portfolio *Info*
 5. Legislation and Funding Update – State and Federal (*Est. Time: 10 minutes*) *Info*
 6. Managing Director’s Report (including Program and Project Updates) (*Est. Time: 15 minutes*) *Info*
- VIII. Board Director Reports (*Est. Time: 5 minutes*)
- IX. Public Comments (*Est. Time: 10 minutes*)
- X. Adjournment. Next Meeting Date: 10:00 a.m., November 19, 2025 – SF Bay Area Rapid Transit Board Room in Oakland

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 144th MEETING (REGULAR)
WEDNESDAY, JUNE 18, 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 144th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, June 18, 2025, at the BART Headquarters / CCJPA Offices, 2150 Webster Street, Oakland, California 94612, and via simultaneous teleconference 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, 1st 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 4th Floor, Suite 4200 – Executive Conference Room; Woodland City Hall 300 1st Street, Woodland CA 95695 2nd Floor, City Manager Conference Room.

Chair Houdesheldt presided; Robert Franklin, 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 Oakland: Bruce Houdesheldt, Placer County Transportation Planning Agency (PCTPA); Ken Broadway, PCTPA; Josh Chapman, Yolo County Transportation District (YCTD); Mark Foley, San Francisco Bay Area Rapid Transit District, (BART); Alma Hernandez, Solano Transportation Authority (STA); Janice Li, BART; Matthew Rinn, BART; Robert Raburn, BART; Edward Wright, BART.

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

Directors Present via Teleconference in Sacramento: Roger Dickinson, Sacramento Regional Transit District (SACRT), Rod Brewer, SACRT Alternate.

Director Present via Teleconference in Dixon: Steve Bird, STA.

Director Present via Teleconference in Santa Clara: Sudhanshu Jain, Santa Clara Valley Transportation Authority (SCVTA), Linda Sell, SCVTA.

Director Present via Teleconference in Yolo: Mayra Vega, Yolo County Transportation District (YCTD) Alternate.

Directors Absent: Directors Lucas Frerichs, YCTD, and Tim Schaefer, SACRT.

Director Li 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 introduced Bob Franklin as the new Interim Secretary.

Public Comment

No comments were received.

IV. CONSENT CALENDAR

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

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 the 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).

Public Comment

Aleta Dupree addressed the Board regarding item #4.

Action

Director Raburn requested that item 4 be pulled for separate discussion, and Director Dickinson requested that item 9 be pulled for separate discussion.

Director Chapman moved to approve consent calendar items 1-3 and 5-8 as listed above. Director Broadway seconded the motion, which was carried by a unanimous roll call vote and resulted in the actions outlined below:

1. The Minutes of the April 16, 2025, Meeting were approved. *(15-0)*
2. Resolution No. 25-9, In the matter of Authorizing the Reimbursement Agreement with the City of Santa Clara for the Santa Clara Utility Relocation Project, was adopted. *(15-0)*
3. Resolution No. 25-10, In the matter of The Diridon Station Use Agreement with the Peninsula Corridor Joint Powers Board, was adopted. *(15-0)*
4. Resolution No. 25-12, In the matter of Approving the Amendment to the CCJPA/Amtrak FY 2025 Operating Agreement, was adopted. *(15-0)*
5. Resolution No. 25-13, In the matter of Authorizing the Amendment to the Agreement with Union Pacific Railroad (UPRR) for the Signal System Battery Replacement Project, was adopted. *(15-0)*
6. Resolution No. 25-14, In the matter of Authorizing the Amendment to the Agreement with UPRR for the Santa Clara Crossover Design Review, was adopted. *(15-0)*
7. Resolution No. 25-15, In the matter of Authorizing the Agreement with UPRR for FY 2026 Capitalized Maintenance, was adopted. *(15-0)*

Vote Summary (Items 1-3, 5-8):

Moved / Seconded: Director Chapman/ Director Broadway.

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Dickinson, Foley, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Vega (alt.)

No: 0.

Abstain: 0.

Absent: Directors Frerichs and Schaefer.

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

The following two items, numbers 4 and 9, were pulled from the consent calendar for separate discussion and voting:

Director Raburn moved to approve consent calendar item 4. Director A. Hernandez seconded the motion, which was carried by a unanimous roll call vote and resulted in the action outlined below:

Resolution No. 25-11, In the matter of Approval of Xentrans Agreement Amendment for the California Integrated Travel Project (Cal-ITP), was adopted. (16-0)

Vote Summary (Item 4):

Moved / Seconded: Director Raburn/ Director A. Hernandez.

Aye: Houdesheldt, M. Hernandez, Bird, Brewer, Broadway, Chapman, Dickinson, Foley, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Vega (alt.)

No: 0.

Abstain: 0.

Absent: Directors Frerichs and Schaefer.

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

Director Dickinson moved to approve consent calendar item 9. Director Raburn seconded the motion, which was carried by a unanimous roll call vote and resulted in the action outlined below:

Resolution No. 25-16, In the matter of Authorizing the Investment of Monies in the Local Agency Investment Fund (Revised CCJPA Investment Policy and Authorize Resolution for Local Agency Investment Fund, LAIF), was adopted. (16-0)

Vote Summary (Item 9):

Moved / Seconded: Director Dickinson/ Director Raburn

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Dickinson, Foley, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Brewer (alt.), Vega (alt.)

No: 0.

Abstain: 0.

Absent: Directors Frerichs and Schaefer.

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

V. ACTION AND DISCUSSION ITEMS

1. Approve Rail Safety Support Program for Cities Along the Capitol Corridor – Phase 2.

Rob Padgette, Managing Director, introduced the item. A presentation was provided by Kate Gosselin,



Engineer, who reviewed the continuation of the Rail Safety Support Program originally established in 2022. Staff explained that the Phase 2 program would extend support for local jurisdictions along the Capitol Corridor to address grade crossing issues and trespassing prevention, with up to \$750,000 in consultant assistance funding available.

Public Comment

Roland Lebrun addressed the Board.

Discussion

The item was discussed by Board Members and staff.

Director Wright moved to adopt Resolution No. 25-17, In the Matter of Approving the Rail Safety Support Program for Cities Along the Capitol Corridor – Phase 2.

Director Vega seconded the motion.

Action

Upon motion by Director Wright and second by Director Vega, Resolution No. 25-17 was adopted. (16-0)

Vote Summary:

Moved / Seconded: Director Wright/ Director Vega

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Dickinson, Foley, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Brewer (alt.), Vega (alt.)

No: 0.

Abstain: 0.

Absent: Directors Frerichs and Schaefer.

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

2. Approve Agreements for Customer Relationship Management (CRM) and Marketing/Communications and Customer Experience for Tap2Ride.

Rob Padgette, Managing Director, introduced the item. The presentation was provided by Priscilla Kalugdan, Chief Communications Officer, who explained that the agreements would establish a customer relationship management (CRM) system, expand marketing and communications services, and enhance the overall customer experience for the Tap2Ride program.

Staff outlined that the agreements would provide technology and communications support to improve rider engagement, streamline fare integration, and support the expansion of the Tap2Ride mobile ticketing platform.

Public Comment

Aleta Dupree addressed the Board.

Discussion

The item was discussed by Board Members and staff.

Director Raburn moved to adopt Resolution No. 25-18, In the Matter of Authorizing Agreements for Customer Relationship Management (CRM), Marketing/Communications, and Customer Experience for Tap2Ride.

Director Vega seconded the motion.

Action

Upon motion by Director Raburn and second by Director Vega, Resolution No. 25-18 was adopted. (16-0)

Vote Summary:

Moved / Seconded: Director Raburn / Director Vega

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Dickinson, Foley, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Brewer (alt.), Vega (alt.)

No: 0.

Abstain: 0.

Absent: Directors Frerichs and Schaefer.

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

3. FY 2025 Advertising Program Update.

Rob Padgette, Managing Director, introduced the item. Staff provided an update on the Fiscal Year 2025 Advertising Program, which included a review of revenues to date, partnerships with advertisers, and strategies for increasing future advertising opportunities across Capitol Corridor assets.

The update also highlighted efforts to balance revenue generation with maintaining a positive rider experience.

Public Comment

Roland Lebrun addressed the Board.

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. CCJPA Capital Project Update.

a. Link21 Stage Gate 2

b. CCJPA Capital Project Portfolio

Rob Padgette, Managing Director, introduced the item. Staff provided a presentation that reviewed the status of ongoing capital initiatives, including the Link21 Stage Gate 2 milestone and the broader CCJPA Capital Project Portfolio.

Link21 Stage Gate 2

Staff reported that Stage Gate 2 confirmed the use of standard-gauge rail for future transbay service. Next steps will include the identification of a proposed project for environmental review in collaboration with BART and regional partners.

Capital Project Portfolio

Updates were provided on multiple projects, including signal system upgrades, station improvements, and right-of-way safety initiatives.

Public Comment

Aleta Dupree, Roland Lebrun and David Sorrell addressed the Board.

Discussion

The item was discussed by Board Members and staff.

Director Raburn moved to adopt Resolution No. 25-19, In the Matter of Advancing the Link21 Program through Stage Gate 2 for the Capitol Corridor Joint Powers Authority. Director Wright seconded the motion.

Action

Upon motion by Director Raburn and second by Director Wright, Resolution No. 25-19 was adopted. (16-0)

Vote Summary:

Moved / Seconded: Director Raburn / Director Wright.

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Dickinson, Foley, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Brewer (alt.), Vega (alt.)

No: 0.

Abstain: 0.

Absent: Directors Frerichs and Schaefer.

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

5. Legislation and Funding Update – State and Federal.

Rob Padgette, Managing Director, introduced the item. Staff provided an update on current legislative and funding activities at both the state and federal levels. The report included:

Updates on pending state transportation legislation and budget allocations impacting intercity passenger rail.

Federal grant opportunities and competitive funding programs are available through the Federal Railroad Administration (FRA) and Federal Transit Administration (FTA).

Coordination with regional partners to align CCJPA projects with funding requirements and legislative priorities.

Public Comment

No comments were received.

Discussion

The item was discussed by Board Members and staff.

Action

Director Wright moved the following: 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. Director Brewer seconded the motion.

Action

Upon motion by Director Wright and second by Director Brewer, the motion was adopted. (16-0)

Vote Summary:

Moved / Seconded: Director Wright / Director Brewer

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Dickinson, Foley, A. Hernandez, Jain, Rinn, Raburn, Sell, Wright, Brewer (alt.), Vega (alt.)

No: 0.

Abstain: 0.

Absent: Directors Frerichs, Li and Schaefer.

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

6. Managing Director's Report.

Managing Director Rob Padgett provided the Board with an update on ridership, revenue, and program activities. He reported that ridership continued to grow compared to prior fiscal years and that revenues were trending above projections. On-time performance remained strong, with staff closely monitoring areas for improvement. Mr. Padgett also highlighted progress on key initiatives, including the Tap2Ride program, corridor marketing campaigns, and ongoing station improvement projects. He noted the addition of new Climate Corps interns and provided an overview of upcoming community outreach efforts designed to engage riders and stakeholders.

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 called for reports from Board Members. Director Raburn reported difficulties in establishing contact with Amtrak, noting that phone calls are manageable; however, viewing schedules online poses challenges. Chair Houdesheldt mentioned that he would be traveling by train in July to Bristol, extending to Inverness.

VII. PUBLIC COMMENTS

Aleta Dupree, Jeff Beeman, and Roland Lebrun addressed the Board.

VIII. ADJOURNMENT

The meeting adjourned at 12:10 p.m. Next Meeting Date: 10:00 a.m., September 17, 2025 – Solano Transportation Authority Board Room in Suisun City.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: 2026 CCJPA Board of Directors Meeting Schedule

PURPOSE

For the CCJPA Board to adopt the Capitol Corridor Joint Powers Authority Board of Directors' meeting schedule during Calendar Year 2026.

BACKGROUND

Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2026. Given the change in the approach to allow for remote participation by the public and the resulting technical requirements that come with such an approach, the proposed schedule alternates between two locations that offer a high level of technical support. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

Date	Time	Location
February 18, 2026	10:00 am	Oakland, BART Headquarters
April 15, 2026	10:00 am	Suisun, Solano Transportation Authority
June 17, 2026	10:00 am	Oakland, BART Headquarters
September 16, 2026	10:00 am	Suisun, Solano Transportation Authority
November 18, 2026	10:00 am	Oakland, BART Headquarters

RECOMMENDATION

It is recommended that the CCJPA Board adopt the 2026 Capitol Corridor Joint Powers Authority Board of Directors meeting schedule.

Motion: The CCJPA Board adopts the attached meeting schedule.



2026 CCJPA Board of Directors Meeting Schedule -DRAFT-

Date	Time	Location
February 18, 2026	10:00 am	Oakland, BART Headquarters
April 15, 2026	10:00 am	Suisun, Solano Transportation Authority
June 17, 2026	10:00 am	Oakland, BART Headquarters
September 16, 2026	10:00 am	Suisun, Solano Transportation Authority
November 18, 2026	10:00 am	Oakland, BART Headquarters

ADOPTED: _____
CCJPA BOARD OF DIRECTORS

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Authorize Agreements with Union Pacific Railroad (UPRR) for Federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) Funded Right-of-Way (ROW) Safety Improvement Project (SIP)

PURPOSE

To authorize two agreements with the UPRR for the CRISI funded ROW SIP.

BACKGROUND

Capitol Corridor Joint Powers Authority (CCJPA) has identified the need to reduce the incidents of fatalities, injuries, and trespasser-caused delays to service along the Capitol Corridor route. CCJPA's ROW Safety Improvement Program aims to secure the ROW in locations with a particularly high rate of fatal, injury, or delay-causing incidents through the installation of security fencing. In addition, this project will include a before-and-after study to understand the effectiveness of the fencing in reducing incidents and preventing unauthorized access to the ROW. The study will also identify high-breach locations and breach frequency, and develop a plan to better secure other locations along the ROW and maintain fencing conditions to maximize its effectiveness over time.

This project will focus on incident hotspots in Solano, Contra Costa, and Alameda Counties. We estimate approximately 17 miles of fencing is needed in these areas to secure areas with no or inadequate existing fencing. This effort to secure the ROW is an important part of Capitol Corridor's larger effort to prevent the devastating loss of life and significant disruption to the provision of reliable passenger rail service along our corridor.

Pursuant to Resolution 24-9 (May 1, 2024), CCJPA has applied for and been awarded \$20 million in funding from the Federal Railroad Administration's (FRA) 2024 CRISI discretionary grant cycle with a match of \$5.2 million in State Rail Assistance (SRA) funding for a total project cost of \$25.2 million.

To continue advancing this program forward, CCJPA staff is requesting the approval of two agreements needed with the UPRR. The first agreement is to fulfill grant assurance requirements by the FRA by U.S. Code 22905. This agreement ensures coordination between the CCJPA and UPRR for this federally funded project and ensures compliance with federal regulations while preserving current and future rail capacity.

The second agreement with the UPRR will be for an amount not-to-exceed \$25 million to install fencing at the incident hotspots in Solano, Contra Costa, and Alameda Counties along the ROW for implementation of the federal CRISI-funded grant project. CCJPA staff are working with the UPRR to determine the best mechanism for this agreement. The agreement would be an amendment to the UPRR Construction and Maintenance Agreement or a separate reimbursement agreement.

RECOMMENDATION

It is recommended that the CCJPA Board authorize the CCJPA to execute an agreement with Union Pacific Railroad in the amount of \$25 million for the federal Right-of-Way Safety Improvement Program and a separate agreement with UPRR to ensure coordination and compliance with federal regulations, as required by the FRA.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution No. 25-20

In the Matter of Approving CCJPA to execute agreements with the UPRR for CCJPA's Right-of-Way Safety Improvement Program/

WHEREAS, CCJPA has been awarded \$20 million from the Federal Railroad Administration's (FRA) 2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) discretionary grant cycle (Resolution 24-9) to be matched with \$5.2 million in state funding for a Right-of-Way Safety Improvement Program (ROW SIP) to install fencing at high-risk locations along the Capitol Corridor; and

WHEREAS, the Federal Railroad Administration requires per U.S. Code 22905 an agreement between the project sponsor, CCJPA, and the railroad, UPRR to ensure coordination and compliance with federal regulations; and

WHEREAS, an agreement in an amount not to exceed \$25 million with the UPRR is needed to install fencing at the incident hotspots in Solano, Contra Costa, and Alameda Counties along the ROW for implementation of the federal CRISI grant project, and this agreement could take the form of an amendment to the Construction and Maintenance Agreement or a reimbursement agreement; and

WHEREAS, the CCJPA Right-of-Way Safety Improvement Program is anticipated to reduce the number of incidents of striking trespassers in the right-of-way used in operations and thus reduce the much too often catastrophic fatalities, injuries, and service delay impacts; and therefore be it

RESOLVED, that the CCJPA Board does hereby authorize the CCJPA to execute an agreement with Union Pacific Railroad in the amount of \$25 million for the federal Right-of-Way Safety Improvement Program and a separate agreement with UPRR to ensure coordination and compliance with federal regulations, as required by the FRA.

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 based on federal CRISI funding requirements and project delivery.

#

ACTION: DATE:		ATTEST:
Ayes:		Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 2025

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Authorize Agreement with Mobility Data IO for California Integrated Travel Project (Cal-ITP)

PURPOSE

To authorize an agreement with MobilityData IO (<https://mobilitydata.org/>) for performing a scope of work developed and aligned with the California Integrated Travel Project (CalITP).

BACKGROUND

MobilityData IO is a global organization dedicated to advancing open data standards for transport, General Transit Feed Specifications (GTFS), which includes software and other general support to the ever-evolving GTFS standards. The proposed CCJPA contract with MobilityData IO is a sole-source contract due to the unique nature of the global organization. CCJPA previously contracted with MobilityData IO for a related scope of work (Resolution 20-5), which was not completed within the term of the original contract.

Propagation and utilization of the GTFS standard is a core principle of CalITP, and as such, the leadership of the CalITP effort wants to renew remaining unexpended contract capacity with MobilityData IO to complete the current pending scope of work as follows:

1. Management of the Mobility Data Interoperability Principles (MDIP), including the hosting of a website and electronic resources, staffing support for the MDIP board, and maintaining the project roadmap.
2. Management of the Transit Operational Data Standard (TODS), including the hosting of a website and electronic resources, staffing support for the TODS board, and maintaining the project roadmap.
3. Management of the Transit ITS Data Exchange Specification (TIDES), including the hosting of a website and electronic resources, staffing support for the TIDS board, and maintaining the project roadmap.
4. Host workshop sessions at an upcoming event (October 2025 in Vancouver) on Cal-ITP shared priorities, including MDIP, TIDES, TODS, Fares v2, and real-time information with service alerts, with travel cost support for key panelists from California (LA28, World Cup 26, Cal-ITP), and deliverables including a workshop summary report, or host a similar workshop at an appropriate later event.
5. In coordination with their respective boards, conduct training sessions during 2026 (one each dedicated to MDIP, TIDES, and TODS) with deliverables that include slide decks, pre-session messaging, the sessions themselves, and recordings (if permissible).

The new contract proposed under this agenda item is estimated to commence on October 1, 2025 for a contract value of \$163,000 (which is the unexpended amount from the expired prior agreement), pending the approval of the CCJPA Board.

RECOMMENDATION

It is recommended that the CCJPA Board approve a new CCJPA/MobilityData IO contract for \$163,000 for the Cal-ITP project scope described above.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution No. 25-21

In the Matter of Approving CCJPA to execute an agreement with MobilityData IO for their support of the California Integrated Travel Project's evolution and development of tools supporting the General Transit Feed Specification or GTFS/

WHEREAS, CCJPA has received FY 2018 Transit and Intercity Rail Capital Program (TIRCP) funding as well as ongoing annual State funding for continuation of the California Integrated Travel Project (Cal-ITP); and

WHEREAS, the CCJPA previously entered into a sole-source contract (Resolution 20-5) with MobilityData IO, a global nonprofit organization dedicated to advancing open data standards for transport around GTFS, which was not expended and the scope not completed before the contract expired; and

WHEREAS, the approval to execute a new updated contract in the amount of \$163,000 will utilize the unexpended budget from the original agreement and complete an updated scope of work consistent with the objectives of Cal-ITP; and

WHEREAS, MobilityData IO is resolved to complete the pending scope of work and, if approved, would be eligible to do so upon execution of a new agreement as of October 1, 2025 through June 30, 2027, pending approval by the CCJPA Board; and therefore be it

RESOLVED, that the CCJPA Board does hereby authorize the CCJPA to execute the pending contract with MobilityData IO for Cal-ITP for up to \$163,000;

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 to allow MobilityData IO to perform the pending scope on behalf of Cal-ITP.

#

ACTION:	DATE:	ATTEST:
Ayes:		Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Approve Three-Year Agreements with All Day Cable Inc. and S&K Endeavors for Legacy California Passenger Information Display System (PIDS) FY 2026 Operations and Maintenance

PURPOSE

For the CCJPA Board to approve three-year agreements for legacy CA PIDS operations and maintenance with All Day Cable Inc. and S&K Endeavors.

BACKGROUND

While the CCJPA continues to implement a modern California Passenger Information Display System (CalPIDS), the legacy PIDS that provides critical train arrival information and service alerts to Capitol Corridor, Pacific Surfliner, San Joaquins, and Altamont Corridor Express (ACE) passengers still needs to be maintained and remain operational. Maintaining an operational PIDS also ensures that the aforementioned passenger rail services are compliant with the Americans with Disability Act (ADA). All Day Cable Inc. and S&K Endeavors have been responsible for the equipment maintenance and day-to-day operations management, respectively, of the legacy California PIDS for more than a decade and have the best qualifications to ensure smooth operations of this legacy system. CCJPA has relied on the services of All Day Cable Inc. and S&K Endeavors since FY 2022-2023, when CCJPA assumed the management responsibilities of the California PIDS from Amtrak. These services were originally procured as sole-source, as authorized by the CCJPA Board in Resolution 22-13.

The current CA PIDS operations and maintenance (O&M) contracts with All Day Cable Inc. and S&K Endeavors expire on September 30, 2025, and CCJPA staff propose two (2) new three-year sole-source contracts for these services from October 1, 2025 to September 30, 2028 (FY2025-26 to FY2027-28). The not-to-exceed budget would be \$1,145,000 for the agreement with All Day Cable Inc. and \$766,000 for the agreement with S&K Endeavors. The costs to support the FY 2026 operations and maintenance of the legacy California PIDS for Capitol Corridor, Pacific Surfliner, and the San Joaquins are fully supported by the FY2025-26 Operating Budget that was approved by the California State Transportation Agency (CalSTA) on July 1, 2025. The costs for operation and maintenance of legacy PIDS for ACE for FY 2026 and future fiscal years will be fully funded by ACE through a reimbursement agreement with the San Joaquin Regional Rail Commission (SJRRRC) as approved by the CCJPA Board under Resolution 22-13. The funding for CA PIDS O&M for the Intercity Passenger Rail Services in future fiscal years is contingent upon securing specific Operating Funding from CalSTA via CCJPA's Annual Business Plan process.

RECOMMENDATION

It is recommended that the CCJPA Board approve three-year sole source agreements with All Day Cable Inc. for a non-to-exceed budget of \$1,145,000 and S&K Endeavors for a not-to-exceed budget of \$766,000 to support legacy CA PIDS equipment maintenance and day-to-day operations management, respectively. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute these agreements.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

Resolution No. 25-22

In the Matter of Approving Three-Year Agreements
With All Day Cable Inc. and S&K Endeavors
For Legacy CA Passenger Information Display System (PIDS)
Operations and Maintenance/

WHEREAS, the current legacy California PIDS provides critical train arrival information and service alerts to Capitol Corridor, San Joaquins, Pacific Surfliner, and Altamont Corridor Express (ACE) passengers; and

WHEREAS, maintaining an operational PIDS ensures that the aforementioned passenger rail services are compliant with the Americans with Disability Act; and

WHEREAS, All Day Cable Inc. has been responsible for California PIDS equipment maintenance for more than a decade and has the best qualifications to maintain smooth operations of the legacy PIDS equipment; and

WHEREAS, S&K Endeavors has been responsible for California PIDS day-to-day operations management for more than a decade and has the best qualifications to maintain smooth operations of the legacy PIDS; and

WHEREAS, the current legacy California PIDS operations and maintenance services agreements with All Day Cable Inc. and S&K Endeavors expire on September 30, 2025; and

WHEREAS, the operations and maintenance of the California PIDS for the Capitol Corridor, San Joaquins, and Pacific Surfliner Intercity Passenger Rail Services (IPRs) is fully funded by the FY2025-26 Operating Budget that was allocated by the California Transportation Agency (CalSTA) on July 1, 2025; and

WHEREAS, funding for California PIDS operations and maintenance to support ACE for FY 2026 and future fiscal years will be fully provided by ACE through a reimbursement agreement with the San Joaquin Regional Rail Commission (SJRRRC) as approved by the CCJPA Board under Resolution 22-13; and

WHEREAS, funding for California PIDS operations and maintenance for the IPRs in future years is contingent upon securing specific Operating Funding from CalSTA via CCJPA's Annual Business Plan process; and therefore be it

RESOLVED, that the CCJPA Board does hereby approve a three-year agreement with All Day Cable Inc. for legacy California PIDS equipment maintenance, with a not-to-exceed budget of \$1,145,000; and

AND BE IT FURTHER RESOLVED, that the CCJPA Board does hereby approve a three-year agreement with S&K Endeavors for legacy California PIDS operations management, with a not-to-exceed budget of \$766,000; and

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute these agreements.

#

ACTION:	DATE:	ATTEST:
Ayes:		Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: CCJPA Fiscal Year 2025-2026 Operating Plan Update and Authorization

PURPOSE

For the CCJPA Board to adopt the CCJPA FY 2025-26 budget based on the enactment of the State Budget Act of 2025 and the FY 2025-26 Annual Business Plan (ABP) Approval from the California State Transportation Agency (CalSTA). The CCJPA Board will be presented with an update on the FY 2025-26 Capitol Corridor service operating plans and funding authorization from CalSTA.

BACKGROUND

The CCJPA Board-approved Fiscal Year 2025-2026 (FY 2026) and Fiscal Year 2025-2026 (FY 2026) Annual Business Plan (ABP) was submitted to the Secretary of CalSTA in April 2025 and calls for the restoration of the Capitol Corridor train service to pre-COVID levels (30 weekday and 22 weekend trains) as of October 1, 2025. (Resolution 25-7) Section 9 of the ABP, including Table 9-1, details CCJPA's full funding request. CalSTA provided CCJPA with the FY 2026 ABP Approval letter on July 1, 2025, which supports a full restoration of pre-COVID train service levels in the first quarter of FY 2026. The letter is included with this agenda item.

Working with Amtrak, CCJPA staff optimized service with the existing eight trainsets, and on June 2, 2025, reinstated two additional round-trips. This service change fully restored Oakland–San Jose frequencies and brought the weekday schedule to just one round trip shy of the 30-train pre-COVID weekday maximum. Current equipment planning efforts indicate that maximum service restoration should be possible by the end of calendar year 2025.

CCJPA staff has been working with Caltrans, San Joaquin Joint Powers Authority (SJJA), and the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) on equipment redeployment of the legacy bilevel railcars as Siemens Venture equipment is commissioned on the San Joaquin route. Current plans are for railcars to be available for use on the Capitol Corridor route later in calendar year 2025 as the sixth Venture set is added to the San Joaquin route. Additionally, CCJPA has been working with Caltrans and Caltrain to lease additional rail equipment that can be utilized on the Capitol Corridor route. Currently, the plans are for the State to lease three additional locomotives and up to 13 railcars. As part of this agenda item (see below), CCJPA is requesting authorization from the CCJPA Board to enter into an agreement to support equipment readiness efforts.

Pursuant to the Interagency Transfer Agreement, the Secretary of the California State Transportation Agency (CalSTA) is required to allocate funds in the State budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30. For FY 2026, the Governor enacted the State Budget Act of 2025 on June 30, 2025, which includes an additional \$211 million for the State-Supported Intercity Passenger (IPR) Rail Agencies, allocated across three years starting in FY 2024-25. This increase supports the restoration of IPR service levels back to pre-COVID pandemic levels and increases the shared cap of \$131 million for IPR operations, which we have been held to for many years. Details regarding the funding authorization are below.

Funding Authorization

The following table is the funding authorized from CalSTA in the ABP and funding approval letter for FY 2026 dated July 1, 2025.

CCJPA FY 2025-26 & FY 2026-27 Annual Business Plan Funding			
Authorized by the California State Transportation Agency			
Capitol Corridor Train Level of Service	AUTHORIZED FY 2025	PROPOSED FY 2026	AUTHORIZED FY 2026
	<i>Pre-COVID Service Restoration March 2025</i>	<i>Pre-COVID Service Restoration Fall 2025</i>	<i>Pre-COVID Service Restoration Fall 2025</i>
Operating			
Operating Subsidy - Amtrak (Expenses less revenue)	\$ 28,225,058	\$ 27,172,482	\$ 22,879,549
Direct Operations	\$ 831,258	\$ 2,795,850	\$ 2,795,850
Information Customer Support Services	\$ 1,526,068	\$ 1,587,111	\$ 1,587,111
CCJPA Administrative Management			
Administration	\$ 4,260,201	\$ 4,515,813	\$ 4,515,813
Marketing	\$ 1,683,970	\$ 1,717,649	\$ 1,717,649
TOTAL CCJPA Admin & Operating Allocation	\$ 36,526,555	\$ 37,788,905	\$ 33,495,972
CCJPA SUPPLEMENTAL ALLOCATION			
Minor Capital	\$ 500,000	\$ 500,000	\$ 500,000
Capitalized Maintenance	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
TOTAL CCJPA Supplemental Allocation	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
CA INTERCITY PASSENGER RAIL (IPR) SUPPORT			
Northern California Onboard Wi-Fi	\$ 3,074,776	\$ 5,013,728	\$ 5,013,728
California Integrated Travel Program (CalITP)	\$ 7,000,000	\$ 7,196,285	\$ 7,196,285
Passenger Information Display System Support	\$ 2,031,945	\$ 1,839,779	\$ 1,839,779
Northern California Equipment Lease Readiness	\$ -	\$ -	\$ 2,415,000
TOTAL CA IPR Supplemental Allocation	\$ 12,106,721	\$ 14,049,792	\$ 16,464,792
Total Funding Request	\$ 50,133,276	\$ 53,338,697	\$ 51,460,764

- a. The **Amtrak Operations** FY 2025 funded amount represents forecasts that support a return to pre-pandemic train service levels effective March of 2025 and includes three months of mechanical maintenance due to the transition to the new maintainer. Funding authorized for FY 2026 supports return to pre-pandemic levels of train service in Fall of 2025. The FY 2026 requested amount is based on the Cost Optimization Strategic Initiative (COSI) tool projection which includes actuals through the first quarter of FY 2025. The authorized amount for Amtrak Operations is based on an older COSI forecast which includes actuals through the fourth quarter of FY 2024. CCJPA staff is working with the State on this discrepancy and will return to the Board with an update when we have additional funding secured.
- b. For FY 2026, the forecast for **Direct Operations** includes expenses for Tap2Ride, CCJPA's contactless payment program onboard Capitol Corridor trains, which were formerly budgeted under the California Integrated Travel Program line item in prior fiscal years.
- c. Increase of four percent to **Information/Customer Support Services** budget funds the call center staffed by CCJPA's managing agency as well as other information and customer support services for Capitol Corridor passengers.
- d. The FY 2026 **Administrative** funding includes an increase of six percent in FY 2026 as compared to FY 2025 due to increases due to labor, Administrative Services Agreement overhead expenses, and insurance. Costs for staffing resources will be offset by capital and operating project funding whenever possible.
- e. **Marketing** is funded with a two percent increase over prior year due to inflationary increases and includes efforts to improve ridership levels back towards pre-pandemic levels.
- f. **Minor Capital** funding in the annual amount of \$0.5 million is for small projects that are less than \$388,000 which improve Capitol Corridor passenger rail facilities and operations.
- g. Funding of \$1 million is allocated annually for the **Capitalized Maintenance** of the Right-of-Way.
- h. **Northern California Onboard Wi-Fi** funding is allocated to support the provision of services and its associated management expenses for the northern California IPR fleet transferred from Amtrak to the CCJPA in FY 2019.
- i. **California Integrated Travel Project (Cal-ITP)** is a State-sponsored project for which CCJPA is the fiscal sponsor and was previously funded by the Transit Intercity Rail Capital Program (TIRCP) grant. While currently funded through CCJPA's ABP process and passenger rail funding, Cal-ITP is a statewide project that supports the implementation of contactless payments for both transit agencies and intercity passenger rail services throughout California. Funding in FY 2025 and prior years also included for CCJPA's Tap2Ride program.
- j. Added in FY 2023, funding to support contracts for the legacy **Passenger Information Display System (PIDS)** for the California Intercity Passenger Rail services and was previously managed by Amtrak. Funding level in FY 2026 includes support for both the legacy PIDS system for LOSSAN, SJPA, and CCJPA, as well as maintenance and operations funding to support the modernized PIDS as implementation occurs for SJPA and CCJPA.
- k. Funding to support **Northern California Equipment Readiness** efforts, including Wi-Fi and Tap2Ride equipment and vinyl wraps for the exterior of the railcars and locomotives being acquired through the State's pending lease agreement.

Northern CA Equipment Lease Readiness

CCJPA has agreed to take the lead on outfitting railcars and locomotives with onboard Wi-Fi and Tap2Ride functionality to support equipment readiness for the pending leased equipment described above. As well, efforts will be made to clearly and visually identify the equipment acquired from Caltrain as part of the Capitol Corridor service. CCJPA staff is requesting approval from the CCJPA Board to enter into an agreement for a not-to-exceed amount of \$1.1 million with a competitively procured vendor for the design and installation of detailed exterior vinyl wraps of doors, end caps, and roof for the locomotives and railcars in the process of being acquired by Caltrans. The \$1.1 million agreement will be funded by a special allocation for Northern California Equipment Lease Readiness included in the FY 2026 funding authorization from CalSTA (see Funding Authorization above).

RECOMMENDATION

Under the first resolution, it is recommended that the CCJPA Board, in accordance with Section 8.1 of the Amended Joint Exercise Powers Agreement to Establish the CCJPA, adopt the CCJPA FY 2026 budget of \$51.5 million pursuant to the enactment of the State Budget Act of 2025 and the allocation of such funds by the State to the CCJPA. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to enter into all necessary agreements for the implementation of the CCJPA FY 2026 ABP as supported by the FY 2026 CalSTA funding and ABP approval letter and authorized funding; and that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency and California Department of Transportation Division of Rail.

Under separate resolution, it is also recommended that the CCJPA Board approve an agreement with a competitively procured vendor for a not-to-exceed value of \$1.11 million for detailed exterior vinyl wraps of doors, end caps, and roof for the locomotives and railcars in the process of being acquired by Caltrans for Northern California Equipment Lease Readiness as funded by CalSTA in the prior authorization.

Motion: The CCJPA Board adopts the attached resolutions.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Adopting the Capital Corridor
Joint Powers Authority Fiscal Year 2025-26 Budget/

Resolution No. 25-23

WHEREAS, the State Budget for Fiscal Year 2025-2026, which covers the period July 1, 2025, through June 30, 2026, was enacted in June 2025; and

WHEREAS, the Board-approved FY 2025-2026 Annual Business Plan (ABP) (Resolution 25-7) submitted to the California State Transportation Agency (CalSTA) calls for full return to pre-pandemic levels of service (30 weekday and 22 weekend trains); and

WHEREAS, On July 1, 2025, CCJPA received the FY 2025-2026 ABP approval letter from CalSTA, which continues supporting the restoration of train service levels to pre-COVID service levels; and

WHEREAS, the CCJPA has received FY2025-2026 ABP approval and funding letters from the Secretary of CalSTA dated July 1, 2025, providing a cumulative total of \$51.5 million to the CCJPA to support its administrative management and operations of the Capitol Corridor service including:

FY26 CalSTA ABP Funding		
Budget Item	Total Allocated	
Amtrak Operations	\$	22,879,549
Direct Operations	\$	2,795,850
Information Customer Support Services	\$	1,587,111
Administrative	\$	4,515,813
Marketing	\$	1,717,649
Minor Capital	\$	500,000
Capitalized Maintenance	\$	1,000,000
Northern California Onboard Wi-Fi	\$	5,013,728
California Integrated Travel Program (CalITP)	\$	7,196,285
Passenger Information Display System Support	\$	1,839,779
Northern California Equipment Lease Readiness	\$	2,415,000
Total Funding Request	\$	51,460,764

And

WHEREAS, Section 8.1 of the Amended Joint Exercise of Powers Agreement among the Member Agencies for the preparation and submission to the Capitol Corridor Joint Powers Board of a budget by the Managing Agency, and adoption thereof by the CCJPA Board; and therefore be it

RESOLVED, that the CCJPA Board does hereby adopts the CCJPA FY 2026 budget of \$51,460,764 pursuant to the allocation letters from the Secretary of the California State Transportation Agency based upon the enactment of the State Budget Act 2025 and subject to allocation of such funding by the State: and

BE IT FURTHER RESOLVED, that the CCJPA Board authorizes the CCJPA Executive Director or their designee to enter in all necessary agreements for the implementation of the CCJPA FY 2026 ABP as supported by the FY 2026 CalSTA ABP approval and funding letter; and that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency, and California Department of Transportation Division of Rail.

#

ACTION:	DATE:	ATTEST:
Ayes:		Robert Franklin Interim Secretary
Noes:		
Abstain:		

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Authorizing Agreement for External
Vinyl Wraps For Northern California Equipment Lease Readiness/

Resolution No. 25-24

WHEREAS, CCJPA has been working with Caltrans and Caltrain to lease additional rail equipment that can be utilized on the Capitol Corridor route; and

WHEREAS, the Capitol Corridor Joint Powers Authority (CCJPA) agrees to take the lead in outfitting the leased equipment – railcars and locomotives - acquired from Caltrans; and

WHEREAS, the newly equipped railcars will need to be clearly and visually identified as part of the Capitol Corridor service; and

WHEREAS, to prepare the equipment for service, CCJPA has identified a need to design and install detailed exterior vinyl wraps for the doors, end caps, and roof of said the railcars and locomotives, through an agreement with a competitively procured vendor totaling \$1.1 million; and

WHEREAS, the California State Transportation Agency (CalSTA) allocated \$2.4 million for Northern California Equipment Lease Readiness, as included in the FY2026 Annual Business Plan (ABP) approval letter; and therefore be it

RESOLVED, that the CCJPA Board does hereby authorizes an agreement in an amount not-to-exceed \$1.1 million with a competitively procured vendor for the design and installation of detailed exterior vinyl wraps of doors, end caps, and roof for the railcars and locomotives, to be funded through the Northern California Equipment Lease Readiness allocation provided by CalSTA through CCJPA's FY 2026 Annual Business Plan approval letter.

AND BE IT FURTHER RESOLVED, 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.

#

ACTION:	DATE:	ATTEST:
Ayes:		Robert Franklin Interim Secretary
Noes:		
Abstain:		

Gavin Newsom
Governor

400 Capitol Mall, Suite 2340
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

Toks Omishakin
Secretary

July 1, 2025

Mr. Bruce Houdesheldt, Chairman
Capitol Corridor Joint Powers Authority
2150 Webster St, 3rd Floor
Oakland, CA 94612

Dear Mr. Houdesheldt:

The California State Transportation Agency (CalSTA) is in receipt of the Capital Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2025-2026 and FY 2026-2027.

The COVID-19 pandemic created an unprecedented drop in ridership and revenue along all the State-supported corridors. After the initial impact to ridership and revenue, ridership has continued to trend upwards towards pre-pandemic levels, even with reduced service levels.

CalSTA is committed to assisting CCJPA achieve the goals articulated in the Annual Business Plan (ABP) of restoring pre-COVID service levels along the Corridor.

CalSTA will regularly coordinate with Caltrans, the CCJPA, and the other California Intercity Passenger Rail (CIPR) corridors throughout the year to monitor and analyze ridership and financial performance. Importantly, any increases in service are dependent on funding, staff availability, fleet availability, and maintenance efficiencies being achieved. Given the timing of fleet transitions necessary to fully restore service to pre-pandemic levels, with sufficient cars available for higher ridership trains, our statewide service expansion approvals are timed for implementation beginning in FFY 2024-2025, pending equipment availability.

A detailed explanation of the State's approval of the funding request in the FY 2025-2026 ABP follows:

1. Structural Deficit and Service Levels

- a. Beginning in FY 2025-2026, a Budget Change Proposal was approved to make available an increase in funding for the next three State Fiscal Years. CalSTA supports the JPA's goal to restore service to FY 2018-19 levels. As

equipment is available to restore service to 'pre-pandemic' levels, the necessary funding may be made available.

- b. Mid-term (3 to 5 year) plans should begin to be identified to align service levels with projected costs and revenue and prepare for any expansion of service tied to completed capital projects. This planning will be a collaborative effort across the intercity rail JPAs, Caltrans and CalSTA, with the goal of identifying a financially sustainable future that includes growth in service and ridership at a level of funding that can be afforded by state resources available to the CIPR program.

2. Methodology for distribution of available CIPR funds

While CCJPA originally planned to return to full service during the first quarter of FFY 2025-2026, the operations funding approved in the FY 2024-25 business plan approval letter provided funding for such an increase in March 2025, pending equipment availability. Full service is now expected to begin by the first quarter of State FY 2025-2026.

The allocated amounts are based on available equipment as follows:

- 12 Locomotives
- 48 Cars

Any changes to the available equipment levels must be approved in advance unless any prior documented agreement is in effect. Decisions will be made based on available funding and equipment and any augmentation of this may not be subsidized by State funding.

3. Cost Reduction Measures

Per the Uniform Performance Standards identified in the Intercity Passenger Rail Act of 2012, each JPA should continue to seek out and implement cost saving strategies or revenue increases.

Currently, CCJPA runs approximately 46% in farebox recovery. CCJPA shall identify measures to increase this number to at least 50%. Also, returning to pre-pandemic farebox recovery levels would make it more likely that statewide goals for service growth can be matched with available intercity rail program funding.

CalSTA intends to conduct a more thorough analysis of performance against the Uniform Performance Standards during the 2025-26 fiscal year across all three JPAs and consider recommending interim goals that align with improving outcomes.

4. Funding Requests

a. Administrative Expenses

1. The CCJPA requests \$4,515,813 in administrative expenses for FY 2025- 2026 (Page 28, Table 9-1). This request includes a 6 percent labor increase over FY 2024-2025.

Up to \$4,515,813 is approved for FY 2025-2026 Administrative Expenses in this letter.

However, CalSTA requests that CCJPA continue to explore opportunities to charge appropriate work to capital project grants during FY 2026-2027. In preparing the FY 2026-2027 business plan submittal, CCJPA shall consider how to fund staffing through project budgets where achievable.

The ABP forecast of \$4,696,446 for administrative funding in FY 2026-2027 is noted and will be analyzed in the context of the State budget capacity for FY 2026-2027.

2. Any approved FY 2025-2026 Administrative funds that remain undistributed as of June 30, 2026, shall be applied against any FY 2026- 2027 Administrative approved funds reducing any FY 2026-2027 administrative allocation accordingly.
3. By January 31, 2026, Caltrans will provide guidance on an administrative expense escalation rate for FY 2026-2027 to be considered as a target for the next ABP. It is possible the escalation rate will be limited and lower than proposed for FY 2025-2026.

b. Marketing Expenses

1. The CCJPA requests \$1,717,649 for their FY 2025-2026 marketing expenses (Page 28, Table 9-1). This request includes a 2 percent labor increase over FY 2024-2025.

\$1,717,649 is approved for FY 2025-2026 Marketing Expenses in this letter.

All invoices related to marketing must be submitted by May 1st of the expiring FY.

The ABP forecast of \$1,717,649 for marketing expenditures in FY

2026- 2027 is noted and will be analyzed in the context of the State budget capacity for FY 2026-2027.

c. Information/Customer Support Services

1. CCJPA requests \$1,587,111 for FY 2025-2026 funding for Information/ Customer Support Services. This includes an increase in CCJPA/BART Call Center labor and non-labor costs and represents a 4 percent increase over the FY 2024-2025 allocation.

Up to \$1,587,111 is approved for FY 2025-2026 funding for Information/ Customer Support Services in this letter.

The ABP forecast of \$1,650,595 for Information/Customer Services expenditures in FY 2026-2027 is noted and will be analyzed in the context of the State budget capacity for FY 2026-2027.

2. Any approved FY 2025-2026 Customer Support Services funds that remain undistributed as of June 30, 2026, shall be applied against any 2026-2027 Customer Support Services approved funds reducing any FY 2026-2027 Customer Support Services allocation accordingly.

d. Passenger Information Display System Support (PIDS) Support Expenses

1. CCJPA requests \$1,839,779 for FY 2025-2026 support and operation expenses funding for managing the service contract for PIDS for the Northern California CIPR corridors which represents a 9 percent decrease over the FY 2024-2025 allocation to support PIDS services.

Up to \$1,839,779 is approved for FY 2025-2026 funding for PIDS support and operations expenses.

The ABP forecast of \$1,432,354 for PIDS support expenditures in FY 2026-2027 is noted and will be analyzed in the context of the State budget capacity for FY 2026-2027.

2. Any approved FY 2025-2026 PIDS funds that remain undistributed as of June 30, 2026, shall be applied against any 2026-2027 PIDS approved funds reducing any FY 2026-2027 PIDS allocation accordingly.

e. Onboard Technology Support Expenses

1. The CCJPA requests \$5,013,728 for expenses for Wi-Fi passenger services and associated management expenses for the Northern California CIPR corridors in FY 2025-2026 (Page 28, Table 9-1) which represents a 63 percent increase over FY 2024-2025.

Up to \$5,013,728 is approved for FY 2025-2026 onboard technology expenses.

The ABP forecast of \$4,450,319 for Wi-Fi expenditures in FY 2026-2027 is noted and will be evaluated in the context of the State budget capacity in FY 2026-2027.

2. Any approved FY 2025-2026 Wi-Fi funds that remain undistributed as of June 30, 2026, shall be applied against any FY 2026-2027 Wi-Fi approved funds reducing any FY 2026-2027 Wi-Fi allocation accordingly.

f. Minor Capital Expenses

1. CCJPA requests \$500,000 for FY 2025-2026 funding for minor capital costs (Page 28, Table 9-1). However, CCJPA has funds remaining from previous allocations that surpass the current projected Minor Capital need. Therefore, no new allocation is provided for FY 2025-26.
 - a. Up to 500,000 is conditionally approved for Cal-ITP support expenses for FY 2025-2026. These funds will be made available once 85% of the current available funds from previous FY's have been liquidated.
 - b. All invoices related to minor capital funding must be submitted by May 1st of the expiring FY. Approval of projects is on a per case basis. CCJPA has approximately \$500,000 that was allocated in FY 2023-24. These funds need to be liquidated (or invoiced to Caltrans) by May 1, 2026. Any unused funds cannot be replaced.

The ABP forecast of \$500,000 in FY 2026-2027 for minor capital funding is noted and will be evaluated in the context of the State budget capacity in FY 2026-2027.

2. Caltrans has prepared guidelines and an authorization checklist for the use of minor capital project funding consistent with State law. These guidelines and checklist shall be used in requesting minor capital funding and must be approved prior to the commencement of the project. Minor capital funds shall not be used for administrative, marketing, or Amtrak operating expenses.

g. California Integrated Travel Program (CalITP)

1. CCJPA requests \$7,196,285 for FY 2025-2026 Cal-ITP support expenses which includes CCJPA labor related to Cal-ITP and the Xentrans staffing contract to research, develop, and implement Cal-ITP.

Up to \$7,196,285 is conditionally approved for Cal-ITP support expenses for FY 2025-2026. These funds will be made available once 85% of the current available funds from previous FY's have been liquidated.

The ABP forecast of \$5,784,991 in FY 2026-2027 for CalITP is noted and will be evaluated in the context of the State budget capacity in FY 2026-2027.

2. Any approved FY 2025-2026 CalITP that remain undistributed as of June 30, 2026, shall be applied against any FY 2026-2027 CalITP approved funds reducing any FY 2026-2027 CalITP allocation accordingly

h. Capitalized Maintenance

1. CCJPA requests \$1,000,000 for FY 2025-2026 Capitalized Maintenance focusing on upgrades and improvements to the railroad infrastructure to achieve and maintain a high level of on-time performance

Up to \$1,000,000 is approved for Capitalized Maintenance expenses for FY 2025-2026.

The ABP forecast of \$1,000,000 in FY 2026-2027 for Capitalized Maintenance is noted and will be evaluated in the context of the State budget capacity in FY 2026-2027.

i. Non-Amtrak Operations Expenses (Direct Operations)

1. CCJPA requests \$2,795,850 for operations funding outside of the Amtrak Operating Agreement (Direct Operations) for FY 2025-2026 which represents a 236 percent increase over FY 2024-2025 that includes:
 - a. Transit Transfer Program: \$84,515
 - b. Bus Partnerships: \$356,760
 - c. Rail Safety: \$200,000
 - d. System Monitoring: \$127,954

- e. Mechanical Department Support: \$90,565
- f. Stations Contracts: \$170,490
- g. CallITP Tap2Ride: \$1,765,566

Up to \$2,795,850 is approved for Direct Operations expenses for FY 2025-2026.

The ABP forecast of \$2,547,068 in FY 2026-2027 for Direct Operations is noted and will be evaluated in the context of the State budget capacity in FY 2026-2027.

2. Any approved FY 2025-2026 Direct Operations funds that remain undistributed as of June 30, 2026, shall be applied against any FY 2026-2027 Direct Operations approved funds reducing any FY 2026-2027 Direct Operations allocation accordingly

Equipment Lease Readiness

1. In coordination with the three JPA's, the State has a pending lease agreement for equipment that will be placed in the Northern California fleet expected to be executed in early FY 2025-26. There are some minor efforts to place these into revenue service. CCJPA has agreed to take the lead on readiness items such as, Tap2Ride device install, equipment wraps, etc.

Up to \$2,415,000 is approved in this letter. The State is to be included in all decision-making processes, including equipment wrap designs prior to order or install.

CCJPA will provide all invoices related to this effort and the allocation will be adjusted accordingly. If more funds are needed, a formal request for approval must be submitted for review. If less funds are needed, then the remainder of the funds shall be returned to the State.

j. Amtrak Operations

1. CCJPA requests \$27,172,482 for the FFY 2025-2026 Amtrak Operations program which represents a full return to pre-pandemic levels of service:

Capitol Corridor Route	FY 2025-2026 Proposed	FY 2026-2027 Proposed
Sacramento – Oakland	30 Weekday/22 Weekend Trains	30 Weekday/22 Weekend Trains
Oakland – San Jose	14 Daily Trains	14 Daily Trains
Sacramento – Roseville	2 daily Trains	2 daily Trains
Roseville – Auburn	2 Daily Trains	2 Daily Trains

- a. The Q4 FFY 2023-2024 Cost Optimization Strategic Initiative tool projects \$22,879,549 for Amtrak operations is needed for Operations Expenses using updated Amtrak rates for FFY 2025-2026.
 - i. Up to \$22,879,549 for Amtrak operations is approved in this letter.
2. The ABP request of \$27,775,381 for Amtrak operations funding for FFY 2026-2027 is noted and will be analyzed in the context of the State budget capacity for FY 2026-2027.
3. Any remaining unexpended FFY 2025-2026 Amtrak Operations funds shall be applied against the initial FFY 2026-2027 Amtrak Operations advanced payments.

5. State Funding Regulations

Funds expire three years from the State FY in which the funds were allocated, with the allocation year being considered year one. If there are any funds remaining near the end of the expiring State FY, the JPAs must submit invoices against those expiring funds no later than May 1st of that year.

FY 2025-2026 Approved Funding Summary:

Budget Item	Approved in this letter
Administrative	\$4,515,813
Marketing	\$1,717,649
Information / Customer Services	\$1,587,111
N. Cal PIDS Support	\$1,839,779
N. California Onboard Technology (Wi-Fi)	\$5,013,728
Leased Equipment Readiness	\$2,415,000
Minor Capital	\$500,000
Cal ITP	\$7,196,285
Capitalized Maintenance	\$1,000,000
Direct Operations	\$2,795,850
Amtrak Operations	\$22,879,549
Total	\$51,460,765

Each budget item above shall be tracked and managed separately.

Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1 of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until May 15 or later of each year. Consequently, the ABP Amtrak operations funding request should be based on the most recent COSI model output at the time of submission for the service

level desired. For the FY 2026-2027 ABP, CalSTA requests that CCJPA provide a draft ABP on April 1, 2026, and submit a final ABP by June 30, 2026, that includes the funding request for FY 2026-2027.

If you have any questions or need additional information, please contact Chief Deputy Secretary Chad R. Edison at (916) 323-5400, or by e-mail at Chad.Edison@calsta.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Toks Omishakin', with a stylized flourish at the end.

Toks Omishakin
Secretary

cc:

Robert Padgett, Managing Director, Capitol Corridor Joint Powers Authority

Chad R. Edison, Chief Deputy Secretary for Rail and Transit, California State
Transportation Agency

Dina El-Tawansy, Director, California Department of Transportation

Marlon Flournoy, Deputy Director, Planning and Modal Programs, California Department
of Transportation

Kyle Grading, Chief, Division of Rail, California Department of Transportation

Andrew Daniels, Chief, Passenger Rail Operations and Maintenance, Division of Rail,
California Department of Transportation

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 2025

FROM: Robert Padgett
Managing Director, CCJPA

SUBJECT: Authorize Caltrans District 3 Yolo 80 Managed Lanes Project Funding Agreement to Support Fare Reduction for Vehicle Miles Traveled Mitigation

PURPOSE

For the CCJPA Board to approve a funding agreement with Caltrans District 3 in the amount of \$10 million for its Yolo 80 Managed Lanes Project for the specific purpose of developing and implementing a fare reduction program for Vehicle Miles Traveled (VMT) mitigation.

BACKGROUND

In adoption of Resolution 24-4, the CCJPA Board previously approved the CCJPA to participate in a mitigation for vehicle miles traveled (VMT) for the implementation of the planned Interstate 80 Managed Lane Project. At the time, the funding levels were not determined, and several mitigation options were possible. However, since the evaluation of the mitigation options, the option that best scales to CCJPA staff resources and technical abilities is to implement a fare reduction program according to the following parameters imposed by the Caltrans mitigation requirements and aligns with the available funding level of \$10 million:

- VMT must attempt to achieve a 12.6M VMT reduction in total over an acceptable time period (hopefully 3 years or less).
- The mitigation can only be applied to fare reduction for trips that cross between Sacramento and Davis. For example, Davis to Oakland is not allowed, but Rocklin to Oakland is allowed because it passes between the Sacramento to Davis territory. This is more convenient to contextualize as “using the Yolo Causeway,” and we will refer to the Yolo Causeway as meaning inclusive of such eligible mitigation trips.
- Funding can be used to market this fare reduction program.

A mitigation target reduction of 12.6M VMT requires the addition of new ridership (new trips that would not have otherwise been on Capitol Corridor). To determine how many new riders might use the system at various fare reduction levels requires the use of ‘fare elasticities’ to assess how many new trips (and VMT) would be taken. We have identified an opportunity to fund a UC ITS study assessing the elasticity for Capitol Corridor in parallel to this mitigation program.

The other factors to consider in designing the program are the various ticketing products offered via Amtrak/CCJPA and CCJPA alone via Tap2Ride. CCJPA staff plans to include all ticketing products in the VMT mitigation plan.

Using fare elasticity estimates, CCJPA can design a range of discounts for Yolo Causeway city pairs that align with the \$10 million funding and the timeline to achieve the VMT reduction target. However, fare reductions on Sacramento-based trips may unintentionally undercut fares from westbound Davis-based trips. Since mitigation funds cannot be used to address this imbalance, CCJPA will implement additional fare adjustments for “affected stations” (e.g., Davis) to avoid inconsistent fares.

Balancing mitigation fare reductions with “affected station” adjustments carries revenue risks. The CCJPA’s Annual Business Plan (ABP) assumes revenue at current fare levels (price point A). Fare reductions (price point B) could generate equivalent revenue if the ridership increase is large enough. Therefore, the Caltrans-funded mitigation program and CCJPA’s supplemental “affected station” reductions must be managed together to ensure that ridership growth offsets revenue losses and supports a sustainable, balanced program.

CCJPA staff will update the CCJPA Board as we move forward on the generalized details of the fare reduction program. Our initial expectation is that we will seek a generalized fare reduction of around 20 to 25 percent. At this level, we estimate the 12.6M in VMT reduction will be completed within roughly 2 to 2.5 years.

CCJPA staff analysis indicates that CCJPA can meet the 12.6M VMT target using the provided \$10 million in mitigation funding. We believe the CCJPA Board can commit to the funding target and mitigation parameters provided by Caltrans D3.

RECOMMENDATION

It is recommended that the CCJPA Board authorize a funding agreement with Caltrans District 3 in the amount of \$10 million for its Yolo 80 Managed Lanes Project to implement a fare reduction program that achieves the objectives of the VMT mitigation program, while also addressing other affected fare adjustments to avoid inconsistent fares not directly tied to the Caltrans District 3 mitigation plan. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the unified fare reduction program.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Funding Agreement for \$10 million
With California Department of Transportation
District 3 for its Yolo 80 Managed Lanes Project
for Vehicle Miles Travelled Mitigation/

Resolution No. 25-25

WHEREAS, the CCJPA Board, through Resolution 24-4, previously authorized participation in the Caltrans District 3 (D3) vehicle miles travelled (VMT) mitigation program for the D3 Interstate 80 Managed Lane Project; and

WHEREAS, since that authorization, the CCJPA staff have analyzed various options to mitigate 12.6M in VMT and been advised by Caltrans District 3 that \$10 million in mitigation funding is available, and the most feasible mitigation option is implementation of a fare reduction program for the VMT; and

WHEREAS, the \$10 million in VMT mitigation funding can only be applied against Capitol Corridor passenger trips that would cross the Yolo Causeway section between Sacramento and Davis stations (e.g., Sacramento to Davis, or Sacramento to Oakland, or Auburn to Richmond); and

WHEREAS, developing the fare reduction program to meet the D3 mitigation criteria will require complimentary station fare adjustments to neighboring stations, for instance, Davis and stations to the west, which do not meet the Caltrans District 3 mitigation criteria but would otherwise also need fare adjustments to avoid uneven fare structures via the various ticketing products; and

WHEREAS, when considering both the station pairings, ticketing products, and the affected station pairings, the CCJPA staff has determined that a combined fare reduction program can be implemented to achieve the desired VMT reduction while also providing a basis for analyzing price elasticities for Capitol Corridor travel; and therefore, be it

RESOLVED, that the CCJPA Board approves a funding agreement with Caltrans District 3 for \$10 million to implement a fare reduction program to reduce 12.6M in VMT and also directs staff to establish consistent pricing across station pairing and ticket products based on the fare reduction program, and to consider academic analysis of the pricing elasticity offered via this combined fare reduction program.

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.

#

ACTION:	DATE:	ATTEST:
Ayes:		Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 2025

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Authorize Funding Plans and Construction Agreements for Agnew Siding

PURPOSE

For the CCJPA Board to authorize two resolutions related to Agnew Siding Construction:

1. Approve the funding plans for Agnew Siding Construction and Santa Clara Utility Relocation
2. Approve four construction agreements for Agnew Siding and Santa Clara Utility Relocation

BACKGROUND

The CCJPA Board, through Resolution 19-08 (June 19, 2019), authorized the use of a special allocation of competitive State Rail Assistance (SRA) funds 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. The CCJPA has determined that the new passing siding will provide the required relief for this congested area and will have a significant benefit to the overall system performance for all train operators on this single-track section of the Union Pacific's Coast Subdivision.

There are seven Utility Crossings owned by the City of Santa Clara ("City") that will be affected by the Agnew Siding. To meet the construction schedule desired by the CCJPA, the City prefers that the Capitol Corridor perform the design and construction needed to protect or relocate the seven City-owned Utility Crossings. Through Resolution 22-32, the CCJPA Board authorized a reimbursement agreement with the City of Santa Clara to conduct the design work needed for the utility relocation.

The Agnew Siding project design is progressing toward completion. The 100% structure plans have been approved, and the 100% track plans are complete but will be submitted once the bid documents are finalized. CCJPA is awaiting delivery of these materials from consultants before initiating the final review. Upon approval of the full plan set, the project will advance into the Construction & Maintenance (C&M) agreement phase. The City of Santa Clara is prepared to execute a second reimbursement agreement with CCJPA to facilitate the Santa Clara Utility Relocation portion of the project, which is ready to advance into the construction phase following the successful completion of field investigations and engineering design.

1. Authorization of Proposed Funding Plans

Funding Plan for Agnew Siding Construction

To advance the construction phase for Agnew Siding, CCJPA plans to request a \$5.0 million Transit Intercity Rail Capital Program (TIRCP) Cycle 7 allocation and a \$1.9 million Proposition 1A High-Speed Passenger Train Bond Program (Prop 1A) allocation at the October 2025 California Transportation Commission (CTC) Meeting. In order to confirm the two Agnew Siding allocation requests on the October CTC Meeting agenda, CCJPA needs to demonstrate a complete funding package for the construction phase by no later than September 29, 2025, imposed by Caltrans Local Assistance requirements. If a complete funding plan is not demonstrated, the item will be postponed until CCJPA can provide a complete funding package for Agnew Siding.

The funding plan for Agnew Siding Construction below describes the proposed funding sources, funding amounts, and status of each, as of the writing of this memo. As of the writing of this memo, the total estimated construction cost for the project is \$11.1 million. The proposed funding sources are described as follows and included in the table below.

- **TIRCP Cycle 7: \$5.0 million** - \$5 million of TIRCP Cycle 7 funding was awarded to CCJPA for the construction phase of the Agnew Siding project, as authorized by the CCJPA Board (Resolution 24-14, June 26, 2024). CCJPA staff plans to request the \$5 million TIRCP allocation at the October 2025 CTC Meeting.
- **Proposition 1A: \$1.9 million** - Authorized by the CCJPA Board (Resolution 20-4, February 12, 2020) to reprogram (from Travel Time Savings Project) and support the construction of the Agnew Siding project. CCJPA staff plans to request the \$1.9 million allocation at the CTC Meeting.
- **State Railroad Assistance (SRA) Cycle 2: \$2.5 million** - A \$2.5 million SRA Cycle 2 allocation request has been submitted to the California State Transportation Agency (CalSTA) to support the construction phase of the project. As of the writing of this memo, CCJPA staff is awaiting the formal approval from CalSTA for this project funding, and expects to receive the approval in the coming weeks.
- **CCJPA Operating Funding Reserves, to be later replaced with State Rail Assistance Cycle 3 Funding - \$1.6 million** – CCJPA staff plans to use SRA Cycle 3 funding in the amount of \$1.6 million to complete the funding package for Agnew Siding construction. However, due to delays in the release of CalSTA’s SRA Cycle 3 program, which was expected to commence on July 1, 2025, CCJPA is requesting the CCJPA Board’s authorization to obligate \$1.6 million in CCJPA Operating Fund Reserves to complete the project’s funding plan for the October 2025 CTC meeting. Use of the CCJPA Operating Funding is for the sole purpose of demonstrating a complete funding package for the October 2025 CTC meeting, and CCJPA staff plans to replace the operating reserves with SRA Cycle 3 funding when made available by CalSTA (expected to be released later this calendar year). CCJPA will keep the CCJPA Board informed of the status of SRA Cycle 3 funding and will return to the CCJPA Board with updates and requests for Board Action as needed.

Agnew Siding Funding Plan

Funding Source	Amount	Status
TIRCP Cycle 7	\$ 5,000,000	Allocation Request October 2025 CTC Meeting
Proposition 1A	\$ 1,950,000	Allocation Request October 2025 CTC Meeting
State Rail Assistance (SRA) Cycle 2	\$ 2,500,000	Approval expected from CalSTA before Sept 29, 2025
CCJPA Operating Fund Reserves	\$ 1,618,000	To be replaced by SRA Cycle 3 when available
TOTAL	\$ 11,068,000	

Funding Plan for Santa Clara Utility Relocation

The second item under the Funding Plan authorization is the Proposed Funding Plan for the City of Santa Clara Utility Relocation effort. The CCJPA Board, through Resolution 25-9 (June 18, 2025), authorized a reimbursement agreement with the City of Santa Clara in the amount of \$3.3 million for the construction phase of the utility relocation. Utility relocation construction forecasts have been updated, and the revised total construction cost for the utility relocation construction effort is now expected to be up to \$3.5 million, and will fund CCJPA's construction contractors/consultants for the relocation of the utilities. Under the agreement, the City of Santa Clara will reimburse CCJPA with 100% of the construction-related expenses, not including CCJPA labor costs.

Santa Clara Utility Relocation Funding Plan

Funding Source	Current Amount	Revised Amount
City of Santa Clara	\$ 3,281,077	\$ 3,531,082

For the Funding Plan Authorization, CCJPA is requesting the CCJPA Board's approval of the Agnew Siding Construction Funding Plan described above, including authorization to obligate CCJPA Operating Fund Reserves in the amount of \$1.6 million, which is expected to be later replaced by SRA Cycle 3 funding when made available by CalSTA. CCJPA staff is also requesting the CCJPA Board to authorize an increase to the Utility Relocation Construction Reimbursement Agreement with the City of Santa Clara to \$3.5 million which will fully fund the construction of the utility relocation.

2. Approval of Construction Agreements

Agreements for Agnew Siding Construction

The Agnew Siding project is entering the construction phase, necessitating the execution of various agreements, and is seeking CCJPA Board approval.

- Union Pacific Railroad (UPRR) will perform construction activities related to the tracks and signals. This contract is estimated to be in an amount up to \$4.4 million and includes a 20% contingency.
- CCJPA will also need to competitively procure a construction contractor to complete the other construction activities, such as earthwork and construction of a retaining wall. This contract is estimated to be in an amount up to \$6.6 million, which includes a 20% contingency.

The total agreements executed for Agnew Siding Construction will not exceed the total amount of funding secured, which is \$11.1 million as described above.

Agreements for Santa Clara Utility Relocation Construction

To complete the work that will be reimbursed by the City, the CCJPA will need to enter into agreements with a construction contractor and the UPRR.

- The agreement with the construction contractor is estimated to cost up to \$3.2 million, which includes a 25% contingency.
- The contract with Union Pacific Railroad for utility fees is estimated to cost up to \$0.3 million, which includes a 20%.

The total amount of these contracts will not exceed the \$3.5 million budget authorized by the City of Santa Clara Reimbursement Agreement, and for which we are requesting approval from the CCJPA Board as described above.

Agnew Siding and Utility Relocation Agreements

Agreement	Amount
Agnew Siding Construction	
Union Pacific Railroad	\$ 4,390,450
Construction Contractor	\$ 6,602,377
Total Agnew Siding Contracts	\$ 10,992,827
Utility Relocation Construction	
Construction Contractor	\$ 3,200,000
Union Pacific Railroad	\$ 295,800
Total Utility Relocation Contracts	\$ 3,495,800

RECOMMENDATION

Under the first resolution regarding funding authorization, it is recommended that the CCJPA Board approve the Agnew Siding Construction Funding Plan described above, including authorization to obligate CCJPA Operating Fund Reserves in the amount of \$1.6 million, which is expected to be later replaced by State Rail Assistance Cycle 3 funding when made available by CalSTA. CCJPA staff is also requesting the CCJPA Board to authorize an increase to the Utility Relocation Construction Reimbursement Agreement with the City of Santa Clara to \$3.5 million. Under the second resolution, it is recommended that the CCJPA Board approve the following agreements for Agnew Siding Construction and authorize staff to increase the contract value by up to ten percent should the project require the increase, contingent upon additional secured funding.

- Union Pacific Railroad for Agnew Siding for not-to-exceed \$4.4 million
- Construction Contractor for Agnew Siding for not-to-exceed amount of \$6.6 million
- Construction Contractor for Utility Relocation for not-to-exceed amount of \$3.2 million
- Union Pacific Railroad for Utility Relocation for not-to-exceed amount of \$0.3 million

Lastly, it is recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Agnew Siding Project, including the Utility Relocation.

Motion: The CCJPA Board adopts the attached resolutions.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Construction Funding Plans
for Agnew Siding Project and the Santa Clara Utility Relocation/

Resolution No. 25-26

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, there are seven Utility Crossings owned by the City of Santa Clara (“City”) that will be affected by the Agnew Siding, and the City of Santa Clara prefers that the Capitol Corridor perform the design and construction needed to protect or relocate the seven City-owned Utility Crossings using City of Santa Clara funding; and

WHEREAS, the total estimated construction cost for Agnew Siding Construction is \$11,068,000; and

WHEREAS, Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 in the amount of \$5,000,000 was awarded for Agnew Siding construction phase, as approved under CCJPA Board Resolution 24-14, and CCJPA staff is seeking an allocation for this funding at the October 2025 California Transportation Commission Meeting (CTC); and

WHEREAS, the CCJPA Board authorized Proposition 1A High-Speed Passenger Train Bond Program (Prop 1A) funding in the amount of \$1,950,000 to be reprogrammed to support the construction of the Agnew Siding project, and the funding was reprogrammed following Resolution 20-4, and CCJPA staff is seeking an allocation for this funding at the October 2025 CTC meeting; and

WHEREAS, CCJPA staff submitted a State Rail Assistance (SRA) FY2020-21 through FY2024-25 Cycle 2 funding application to the California State Transportation Agency (CalSTA) for \$2,500,000 to support the construction phase of the Agnew Siding project, under the authority provided by CCJPA Board Resolution 20-12, and is awaiting approval from CalSTA; and

WHEREAS, CCJPA proposes to use CCJPA Operating Fund Reserves in the amount of \$1,618,000 to complete the project’s funding plan, which is intended to be replaced with SRA Cycle 3 funding once it becomes available later this calendar year.

WHEREAS, CCJPA Operating Funding Reserves in the amount of \$1,618,000 and approval of the SRA Cycle 2 application in the amount of \$2,500,000 are required to enable timely submission of allocation requests for TIRCP and Prop 1A funding on the October CTC Agenda; and

WHEREAS, CCJPA will keep the Board informed of the status of SRA Cycle 3 funding and will return for further Board action if there are any delays or issues with the availability of those funds; and

WHEREAS, the City of Santa Clara will provide a revised amount of \$3,531,082 for the construction phase of the utility relocation; and therefore be it

RESOLVED, that the CCJPA Board does hereby authorize the budget of \$11,068,000 for the Agnew Siding Project, and authorizes use of CCJPA Operating Fund Reserves in the amount of \$1,618,000 for Agnew Siding, which will be replaced by SRA Cycle 3 funding when available.

AND BE IT FURTHER RESOLVED, that the CCJPA Board authorizes an increase to the Reimbursement Agreement with the City of Santa Clara for the construction of the utility relocation to \$3,531,082.

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.

#

ACTION:	DATE:	ATTEST:
Ayes:		Robert Franklin Interim Secretary
Noes:		
Abstain:		

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Construction Agreements for the
Agnew Siding Construction and Santa Clara Utility Relocation Construction/

Resolution No. 25-27

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, the construction of the siding requires an agreement in an amount not-to-exceed \$4,390,450 with the Union Pacific Railroad (UPRR) and an agreement with a competitively procured construction contractor in an amount not-to-exceed \$6,602,377, for which the total value of the executed agreements will not exceed the amount of funding secured for Agnew Siding Construction; 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 will need to be relocated; and

WHEREAS, the City has offered to reimburse 100% of the CCJPA’s cost to relocate the utilities through a reimbursement agreement with the CCJPA in an amount not to exceed \$3,531,082; and

WHEREAS, relocating the utilities will require agreements with the UPRR in an amount not to exceed \$295,752 and a construction contractor in an amount not-to-exceed \$3,200,000 million, where both contracts will not exceed the amount funded per the reimbursement agreement with the City of Santa Clara; and therefore be it

RESOLVED, that the CCJPA Board does hereby approve the execution of the following agreements necessary to advance the construction phase for Agnew Siding, for which the value of the total agreements will not exceed the total amount of funding secured for the construction of the siding and construction of the utility relocation:

- Union Pacific Railroad for Agnew Siding for a not-to-exceed amount of \$4,390,450
- Construction Contractor for Agnew Siding for a not-to-exceed amount of \$6,602,377
- Construction Contractor for Utility Relocation for a not-to-exceed amount of \$3,200,000
- Union Pacific Railroad for Utility Relocation for a not-to-exceed amount of \$295,800.

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.

#

ACTION:	DATE:	ATTEST:
Ayes:		Robert Franklin Interim Secretary
Noes:		
Abstain:		

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 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 September 2025					
Project Name	Project Description	Projected Completion	CCJPA Funding	Partner Contribution	Total Project Cost
Agnew Siding	Design and construct 2,000' siding in the vicinity of the Santa Clara Great America Station, including Utility Relocation funded by City of Santa Clara.	Design: Jul - 22 Const: May -30	\$ 10,010,000	\$ -	\$ 12,510,000
Santa Clara Utility Relocation	Relocate seven (7) City-owned or operated utilities crossing the Railroad's Right-of-Way	Design: Jul - 22 Const: May -30		\$ 3,707,697	\$ 3,957,702
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 Const: Pending funding	\$ 6,266,838	\$ 7,250,000	\$ 16,000,000
Right-Of-Way Safety Improvement Program - Federal CRISI	Installation of security fencing at hotspot priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City.	Pending Federal Grant Obligation	\$ 25,162,000	\$ -	\$ 25,162,000
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.	Enviro I: Dec-2024 Design: Feb-2026 Const: May-2034	\$ 157,197,000	\$ -	\$ 438,210,000
Sacramento Valley Station (SVS) Transit Center	Pass through grant to the City of Sacramento for improvements at the SVS.	June-26	\$ 3,194,000	\$ -	\$ 3,194,000
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 Const: Sept-26	\$ 5,350,000	\$ -	\$ 6,394,000
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, to improve efficiency and service reliability and facilitate intermodal connections to the SF Peninsula. (Project cost: \$440M - \$840M)	Enviro I: Nov-2030 Design: June-2030 Const: Dec-2034*	\$ 173,820,000	\$ -	\$ 640,000,000
SR84 Intermodal Bus Facility	New intermodal bus facility on SR 84 adjacent to the proposed Ardenwood Station (South Bay Connect), to improve efficiency for transbay buses and shuttles.	Design: TBD Const: TBD	\$ 10,700,000	N/A	\$ 140,080,000
CAPITAL PROJECT TOTAL			\$ 391,699,838	\$ 10,957,697	\$ 1,285,507,702

*CCJPA is working to pull in timelines subject to federal and state funding availability

Table B – CCJPA Operations & Maintenance Projects

CCJPA OPERATIONS & MAINTENANCE PROJECTS September 2025					
Project Name	Project Description	Projected Completion	CCJPA Funding	Partner Contribution	Total Project Cost
California Integrated Travel Program (CalITP)	Develop a governance structure and approach for a system that allows for seamless statewide travel and fare purchase across multiple agencies and modes, serving as the State's fiscal sponsor. (Prior TIRCP, Annual Business Plan Funding, CARB, CDT)	June-26	\$ 57,576,285	\$ -	\$ 57,576,285
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 and San Joaquins. (State Rail Assistance, Partner Contribution)	Const: Sep-26	\$ 10,880,896	\$ 5,569,989	\$ 16,450,885
Capitalized Maintenance	Track maintenance for State of Good Repair Program to maximize on-time performance (Annual Business Plan Funding)	Annual	\$ 1,000,000	\$ -	\$ 1,000,000
Legacy California Passenger Information Display System (CalPIDs) Operations	Support operations and maintenance of legacy CA-PIDS for CCJPA, SJJPA, and LOSSAN and modern PIDS for CCJPA and LOSSAN. (Annual Business Plan Funding, Partner Funding)	Annual	\$ 1,839,779	\$ -	\$ 1,839,779
Northern California Equipment Lease Readiness	Add description (Annual Business Plan Funding)	Pending Caltrans/Caltrain Lease	\$ 2,415,000	\$ -	\$ 2,415,000
Northern California Onboard Technology	Upgrade, provide, and manage On-Board Wi-Fi for the Northern California Fleet (Annual Business Plan Funding)	Annual	\$ 5,013,728	\$ -	\$ 5,013,728
Right-Of-Way (ROW) Safety/Security - Clean-Up	UPRR ROW clean-up including vegetation removal, clean-up and encampment relocation (State Rail Assistance, UP Contribution)	Annual (3-Year Agreement)	\$ 5,019,000	UP In-Kind	\$ 5,019,000
Right-Of-Way (ROW) Safety/Security - UPRR Special Agents	Special Agents respond to incidents and provide improved safety and security services along the Capitol Corridor route. (State Rail Assistance, UP Contribution)	Annual	\$ 500,000	UP In-Kind	\$ 500,000
Tap2Ride	Pilot program for contactless fare collection onboard the Capitol Corridor trains. (Annual Business Plan funding)	Annual	\$ 1,765,566	\$ -	\$ 1,765,566
OPERATIONS & MAINTENANCE PROJECTS PROJECT TOTAL			\$ 86,010,254		\$ 76,866,949

Table C – CCJPA Planning Studies

CCJPA Planning Studies September 2025					
Project Name	Project Description	Projected Completion	CCJPA Funding	Partner Contribution	Total Project Cost
Link21 / Corridor Identification Program	Planning and implementation strategies for a new Transbay Rail Crossing (TIRCP funding)	June-27	\$ 11,276,000	\$ -	\$ 11,276,000
Alviso Adaptation Study	Study re sea level rise resiliency planning and pre-environmental/pre-design activities along the existing UPRR Coast Subdivision between Albrae and Alviso.	June-27	\$ 939,268	\$ -	\$ 939,268
PLANNING STUDIES TOTAL			\$ 12,215,268	\$ -	\$ 12,215,268

Table D – State Rail Assistance Projects and Funding

STATE RAIL ASSISTANCE (SRA) FUNDING APPROVED PROJECTS September 2025					
SRA PROJECT	SRA Cycle 1	SRA Cycle 2	Competitive SRA	TOTAL	Applications Pending
Agnew Siding	\$ -	\$ -	\$ 1,441,969	\$ 1,441,969	\$ 2,500,000
Alviso Adaptation Study	\$ -	\$ 107,734	\$ -	\$ 107,734	\$ -
CalPIDS Modernization	\$ 2,860,195	\$ 2,489,053	\$ -	\$ 5,349,248	\$ -
Davis Crossovers and Signal Replacement	\$ -	\$ 2,247,695	\$ -	\$ 2,247,695	\$ -
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	\$ -	\$ 2,497,352	\$ -
Station Improvements	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -
Stege Crossover and Signal Upgrade	\$ -	\$ 3,224,000	\$ -	\$ 3,224,000	\$ -
Strategic Operations Enhancements	\$ -	\$ 1,822,166	\$ -	\$ 1,822,166	\$ -
UPRR Right-of-Way Safety and Security	\$ 4,721,500	\$ 9,362,000	\$ -	\$ 14,083,500	\$ -
UPRR Signal Replacement/Upgrade*	\$ 5,518,305	\$ -	\$ -	\$ 11,036,610	\$ -
UPRR Special Agents	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	\$ -
Total	\$ 13,100,000	\$ 29,800,000	\$ 1,441,969	\$ 44,341,969	\$ 3,500,000
* Davis and Stege Projects continue this work					

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** September 12, 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, Legislature Reach Cap-and-Trade and SB 125 Funding Agreement

On September 10, 2025, Governor Newsom and Legislative leaders announced that they have reached an [agreement](#) to extend California's historic **Cap-and-Trade program** by an additional 15 years, to 2045. This is the culmination of more than three months of focused work between the Newsom Administration and the Legislature, following the Governor's announcement in his May Revision of his intent to engage the Legislature on the reauthorization of the program - and its accompanying Greenhouse Gas Reduction Fund (GGRF) - this year.

In the May Revision, the Governor proposed to reauthorize the Cap-and-Trade program through 2045 and renegotiate *nearly all* current Greenhouse Gas Reduction Fund (GGRF) expenditures with the Legislature to rebuild the GGRF program from the ground up.

The Governor's "plan" would have eliminated future continuous appropriations to the Low Carbon Transit Operations Program (LCTOP) and the Transit Intercity Rail and Capital Program (TIRCP), as well as eliminated \$188 million in FY 2025-26 funding for the formula-based TIRCP and \$700 million in out-year funding for the Zero-Emission Transit Capital Program (ZETCP) committed in FYs 2026-27 through 2027-28 unless maintained through negotiations with the Legislature.

Source: Funding Update, Cal Transit Association, September 11, 2025

Cap-and-Trade Reauthorization and Expenditure Plan

The Cap-and-Trade program will be reauthorized in AB 1207 (Irwin).

This bill modifies the Cap-and-Trade program, extending the program's market-based compliance mechanism through January 1, 2046, and advancing changes to the mechanism to, among other things, limit the program's cost impact on Californians.

The Cap-and-Trade Expenditure Plan will be recast in SB 840 (Limon), resulting in the most substantial set of changes to expenditures since the Expenditure Plan was first adopted in 2014.

The top line for transit is this: TIRCP and LCTOP will maintain their continuous appropriations, but with the current percentages converted to a dollar amount: \$400 million annually for TIRCP and \$200 million for LCTOP.

While the historic percentage allotment to TIRCP and LCTOP allowed for some ripe years, it also meant less money than expected during down years - as illustrated by 2025's poor May and August Cap-and-Trade auction proceeds. A set number - reflecting close to the high-water mark for funding - is more stable.

Historic TIRCP and LCTOP Auction Proceeds											
Fiscal Year	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Average
Proceeds	\$1,829,134,000	\$891,915,000	\$2,913,174,000	\$3,207,445,000	\$2,105,810,000	\$2,623,651,000	\$4,500,749,000	\$4,013,035,000	\$5,132,709,000	\$3,379,368,000	\$3,059,699,000
TIRCP	\$182,386,000	\$88,646,000	\$283,263,000	\$314,140,000	\$196,419,000	\$254,353,000	\$435,113,000	\$362,800,000	\$470,248,000	\$305,000,000	\$301,109,000
LCTOP	\$91,229,000	\$44,358,000	\$141,532,000	\$157,105,000	\$98,283,000	\$127,215,000	\$217,594,000	\$181,161,000	\$235,150,000	\$152,000,000	\$144,563,000

However, SB 840 sets levels of priority, and transit funding will depend heavily on GGRF revenue proceeds. Off the top, the legislation prioritizes over \$2 billion annually, including \$1 billion for high-speed rail and \$1 billion for Legislative discretionary priorities. Then, the legislation moves to fund TIRCP, LCTOP, Affordable Housing Sustainable Communities, and other programs, to the tune of nearly \$2 billion in total.

However: if Cap-and-Trade doesn't raise enough money to fund all of those programs, the funds for "Tier 3" programs will be decreased proportionally. In explicit terms, if Cap-and-Trade fails to bring in \$4.2 billion in proceeds, we can expect to receive less than \$400 and \$200 million for TIRCP and LCTOP, respectively.

We expect the Legislature to vote on these Cap-and-Trade bills this coming Saturday, September 13.

Source: Funding Update, Cal Transit Association, September 11, 2025

SB 840 Expenditure Plan	
Expenditure	Amount
Tier 1	
SRA	\$90,000,000
Green Manufacturing	\$140,000,000
Legislative Counsel	\$3,000,000
Subtotal	\$233,000,000
Tier 2	
HSR	\$1,000,000,000
Legislature Discretionary	\$1,000,000,000
Transit Passes (FY 2026-27)	\$125,000,000
UC Climate Center (FY 2026-27)	\$25,000,000
Topanga Park (FY 2026-27)	\$15,000,000
Climate Research and Innovation (FY 2026-27)	\$85,000,000
Subtotal	\$2,000,000,000
Tier 3	
AHSCP	\$800,000,000
TIRCP	\$400,000,000
AB 617	\$250,000,000
LCTOP	\$200,000,000
CALFIRE	\$200,000,000
Safe Drinking Water	\$130,000,000
Subtotal	\$1,980,000,000
Estimated Total	\$4,213,000,000
TIRCP Average (FY 2015-16 to FY 2024-25)	\$301,109,000
LCTOP Average (FY 2015-16 to FY 2024-25)	\$144,563,000

Senate Bill 125

The Budget Act of 2025 re-affirmed the appropriation of the remaining balance of the \$5.1 billion in flexible transit capital and operations funding (commonly referred to as the "SB 125 program") as well as to one-time competitive TIRCP.

To fulfill the state's obligation to these programs, the Budget Act appropriated \$1.196 billion in General Fund for SB 125 - TIRCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$812M for SB 125-TIRCP
- FY 2025-26: \$384M for TIRCP Cycle 6

The Budget Act also maintained \$1.078 billion in GGRF funding commitment for SB 125 -TIRCP and ZETCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$188M for SB 125 - TIRCP
- FY 2025-26: \$180M for TIRCP Cycle 6
- FY 2026-27: \$230M for SB 125 - ZETCP
- FY 2027-28: \$460M for SB 125 - ZETCP

The FY 2025-26 GGRF funding for SB 125 - TIRCP and TIRCP Cycle 6 were set for appropriation later this year. These appropriations are now advanced in SB 105 / AB 105.

Source: Funding Update, Cal Transit Association, September 11, 2025

Federal Legislation and Funding

Surface Transportation Board (STB), Passenger Rail Advisory Committee (PRAC) Meeting

The Passenger Rail Advisory Committee (PRAC) Meeting will hold a meeting on September 18, 2025. The agenda for the meeting has not been posted as of the writing of this memo. Detailed meeting information, including meeting materials, will be available online at <https://www.stb.gov/resources/stakeholder-committees/prac/>

The PRAC held its most recent 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 August 2025, Tai Ginsberg & Associates

August Recess Outlook

	FY2024			FY2025			FY 2026			
	IIJA Advance Approps	Final Approps bill	Total Funding	IIJA Advance Approps	Final Approps bill	Total Funding	IIJA Advance Approps	President request	House	Senate
USDOT BUILD	\$1.5b	\$345m	\$1.8b	\$1.5b	\$345m	\$1.8b	\$1.5b	\$0	\$0	\$250m
USDOT MEGA	\$1b	\$0	\$1b	\$1b	\$0	\$1b	\$1b	\$0	\$0	\$0
Amtrak NEC	\$1.2b	\$1.14b	\$2.3b	\$1.2b	\$1.14b	\$2.3b	\$1.2b	\$850m	\$925m	\$850m
Amtrak National Network	\$3.2b	\$1.29b	\$4.5b	\$3.2b	\$1.29b	\$4.5b	\$3.2b	\$1.58b	\$1.388b	\$1.58b
FRA CRISI	\$1b	\$199m	\$1.2b	\$1b	\$100m	\$1.1b	\$1b	\$500m	\$538m	\$151.5m
FRA Fed-State Partnership	\$7.2b	\$75m	\$7.3b	\$7.2b	\$75m	\$7.3b	\$7.2b	\$0	(\$75m)	\$75m
FRA Rail Restoration & Enhancement	\$50m	\$0	\$50m	\$50m	\$0	\$50m	\$50m	\$0	\$0	\$0
FRA Rail Crossing Elimination	\$600m	\$0	\$600m	\$600m	\$0	\$600m	\$600m	\$0	\$0	\$0

Following the August recess, Congress will look to advance FY 2025-26 appropriations bills this fall. Respective committees are working to hit their targeted deadline of passing a budget before the end of the year. There could be a Continuing Resolution (CR) as Congress hashes out the final agreement for the budget.

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

FY 2025-26 Federal Appropriations and Budget Updates

On July 14, 2025, the House Appropriations Subcommittee on Transportation, Housing, and Urban Development (THUD) held a markup of the Fiscal Year 2026 THUD appropriations bill.

The House THUD bill for FY 2026 utilizes Infrastructure Investment and Jobs Act (IIJA) advanced appropriations to fund programs like CRISI and Amtrak in FY 26. The bill proposes funding for Amtrak and CRISI by transferring unobligated FY 2026 funding from the Federal-State Partnership for Intercity Passenger Rail Program, which was initially provided through advance appropriations in the IIJA. The bill reduces the General Fund appropriation for Amtrak compared to FY 2025 enacted levels, while significantly increasing funding for CRISI Grants.

On July 24, 2025, the Senate Appropriations Committee approved the FY 26 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act. The measure, which was advanced by a vote of 27 - 1, includes \$ 26.5 billion in discretionary budget authority for DOT, including:

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

Better Utilizing Investments to Leverage Development (BUILD) Award Announcement

On July 15, 2025, the US DOT [announced](#) \$488 million in awards from the Better Utilizing Investments to Leverage Development (BUILD) grant program for 30 projects across the nation. [The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized in November 2021.] America's BUILD program delivered awards to the most competitive projects out of more than 800 applications requesting more than \$10 billion. Funding was evenly distributed between urban and rural communities, with each receiving \$244 million in awards. Maximum awards were capped at \$25 million. Grantees must sign an agreement with the US DOT before any of the projects can move to bid. The full list of projects can be viewed [here](#).

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

Train Operations: The Company Can Improve the Quality of Customer Service to Passengers with Disabilities, Report by Amtrak Office of Inspector General

On July 11, 2025, Amtrak's Office of Inspector General (OIG) published a report entitled, "[Train Operations: The Company Can Improve the Quality of Customer Service to Passengers with Disabilities](#)." The objective of the report was to assess Amtrak's efforts to provide high-quality customer service to passengers with disabilities. The OIG found that although Amtrak has ongoing efforts to improve the service it provides to these customers, it faces challenges in two key areas. First, it does not have an overarching strategy with goals, metrics, and priorities to guide its efforts to improve customer service to passengers with disabilities. Second, it does not have full visibility over the quality of service it provides to passengers with disabilities because it does not regularly analyze key data that could provide insights.

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



Date: September 12, 2025

From: Robert Padgett, Managing Director

To: CCJPA Board of Directors

Subject: Managing Director's Report – September 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 will be launching the hero campaign, "Only by Train," in late September. The media plan includes digital out-of-home billboards and other channels in strategic locations throughout our service region, as well as streaming radio, online advertising, paid search, and paid social media. Campaign will feature the experience of riding on board the Capitol Corridor.
- 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 committed \$5M to this project that now appears to be in jeopardy. Without this funding, the project cannot move forward as designed and as a result, would jeopardize the station reconstruction project. If completed, this project would 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, though Amtrak has recently informed CCJPA that it intends to dramatically reduce the scope of ADA improvements at the station and no longer intends to reconstruct the station. Capitol Corridor staff will continue to coordinate the interests of the stakeholders to advocate that the project is executed as Amtrak has planned to date. 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. **Corridor Identification & Development Program / Link21** – Since the CCJPA and BART Boards approved Stage Gate 2 of Link21 (standard gauge in the crossing), CCJPA has assumed day-to-day management of Link21 as of July 1, 2025. The TIRCP grant awarded to CCJPA for Link21 in Fall 2023 is the funding source for staff to continue supporting Link21. Link21, as a "branch" of Capitol Corridor, is included in the Federal Railroad Administration's Corridor ID Program, which is a corridor-wide planning process coordinated with the other intercity rail corridors in the state that will make Link21 and other projects eligible for federal funding. Staff is working closely with the Caltrans Department of Rail to obtain approval from the FRA for our Corridor ID scope, schedule and budget for planning work over the next several years.

- 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 the 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 and is currently fully staffed. 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% 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. 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 this phase, the facility design will be refined, and further public outreach will be conducted with key stakeholders and the general public, along with necessary environmental analyses performed 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 December 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 are expected in Fall 2026.

RECOMMENDATION

For information only.