



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
MEETING OF THE BOARD OF DIRECTORS  
Wednesday, November 19, 2025 | 10:00 a.m.**

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

**Participants may join the CCJPA Board Meeting as follows:**

- **In person** in the San Francisco Bay Area Rapid Transit Board Room located at 2150 Webster St., 1<sup>st</sup> Floor, Oakland, CA 94612 *or* any of the teleconference locations listed below; *or*
- **Via telephone** by calling 1-833-548-0282 (Toll Free) and entering access code **859 5122 9085**; *or*
- **Via Zoom** by logging into Zoom.com and entering access code **859 5122 9085**; *or*
- **Via Zoom** by typing the Zoom link <https://us06web.zoom.us/j/85951229085> into your web browser.

**A simultaneous teleconference will take place at the following locations:**

City of Santa Clara City Hall 1500 Warburton Ave, Santa Clara, CA 95050 Council Conference Room – East Wing, 1st Floor	Dixon City Hall 600 East A Street, Dixon, CA 95620 Front Conference Room
The Scott Haggerty Heritage House 4501 Pleasanton Ave, Pleasanton, CA 94566 Front Conference Room	Suisun City Hall 701 Civic Center Blvd, Suisun City, CA 94585 City Hall Chambers
Office of Yolo County Supervisor Lucas Frerichs 600 A Street, Suite B Davis, CA 95616	City of Citrus Heights 6360 Fountain Square Drive Citrus Heights, CA 95621 City Council Chambers Conference Room

The full agenda packet, supplemental materials, and presentation materials can be accessed or downloaded electronically at [www.capitolcorridor.org/ccjpa-board](http://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](mailto: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, November 18<sup>th</sup> 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 **859 5122 9085**, 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 **859 5122 9085**, and use the raise hand feature; *or*
  - Join the Board meeting via the Zoom link <https://us06web.zoom.us/j/85951229085> and use the raise hand feature.

## **AGENDA**

- |       |   |               |
|-------|---|---------------|
| I.    | Call to Order   |               |
| II.   | Roll Call and Pledge of Allegiance ( <i>Est. Time: 5 minutes</i> )  |               |
| III.  | Report of the Chair ( <i>Est. Time: 5 minutes</i> )   |               |
| IV.   | Consent Calendar ( <i>Est. Time: 5 minutes</i> )  | <i>Action</i> |
|       | 1. Approve Minutes of the September 17, 2025 Meeting  |               |
|       | 2. Approve Agreement with California Operation Lifesaver for Rail Safety Education  |               |
|       | 3. Authorize Agreement with Union Pacific Railroad (UPRR) for FY 2025 Capitalized Maintenance                                     |               |
|       | 4. Authorize a Budget Revision for the Stege Crossover and Signal Upgrade Project   |               |
|       | 5. Approve Amendment to Agreement with Union Pacific Railroad (UPRR) for Davis Crossover and Signal Project                       |               |
| V.    | Action and Discussion Items   |               |
|       | 1. Adopt Additional FY 2026 Annual Business Plan Funding for FY 2025 Amtrak Operations Agreement ( <i>Est. Time: 20 minutes</i> ) | <i>Action</i> |
|       | 2. Advertising Program Update ( <i>Est. Time: 20 minutes</i> )  | <i>Info</i>   |
|       | 3. CCJPA Capital Project Update ( <i>Est. Time: 5 minutes</i> )   |               |
|       | a. CCJPA Capital Project Portfolio  | <i>Info</i>   |
|       | 4. Legislation and Funding Update – State and Federal ( <i>Est. Time: 10 minutes</i> )  | <i>Action</i> |
|       | 5. Managing Director’s Report (including Program and Project Updates) ( <i>Est. Time: 10 minutes</i> )                            | <i>Info</i>   |
| VI.   | Board Director Reports ( <i>Est. Time: 5 minutes</i> )  |               |
| VII.  | Public Comments ( <i>Est. Time: 10 minutes</i> )  |               |
| VIII. | Adjournment. Next Meeting Date: 10:00 a.m., February 18, 2026 – San Francisco 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 145<sup>th</sup> MEETING (REGULAR)**  
**WEDNESDAY, SEPTEMBER 17, 2025**

**Members of the Board of Directors**

Bruce Houdesheldt, Chair (PCTPA)  
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 145th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 9:30 a.m., Wednesday, September 17, 2025, via simultaneous teleconference and at the Solano Transportation Authority Board Room, 423 Main Street, 1st Floor, Suisun City, CA 94585; BART Headquarters / CCJPA Offices, 2150 Webster Street, 1st Floor – Bid Room 161, Oakland, California 94612; Santa Clara Valley Transportation Authority (VTA) Offices, 3331 North First Street, San Jose, CA 95134, 1st Floor, Building C - Room C119; Office of Yolo County Supervisor Lucas Frerichs, 600 A Street, Suite B, Davis, CA 95616.

Chair Houdesheldt presided; Robert Franklin, Recording Secretary.

### **I. CALL TO ORDER**

Chair Houdesheldt called the Meeting to order at 9:30 a.m.

### **II. ROLL CALL AND PLEDGE OF ALLEGIANCE**

Directors Present in Solano:

Bruce Houdesheldt, Placer County Transportation Planning Agency (PCTPA); Ken Broadway, PCTPA; Matthew Rinn, BART; Robert Raburn, BART; Roger Dickinson, Sacramento Regional Transit District (SACRT); Rod Brewer, SACRT (Alternate); Sudhanshu Jain, Santa Clara Valley Transportation Authority (SCVTA); Alma Hernandez, Solano Transportation Authority (STA); Catherine Moy, STA; Josh Chapman, Yolo County Transportation District (YCTD).

Directors Present via Teleconference at BART Headquarters/CCJPA Offices in Oakland:  
Mark Foley, BART; Janice Li, BART; Edward Wright, BART.

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

Directors Present via Teleconference in Yolo:  
Lucas Frerichs, Yolo County Transportation District (YCTD).

Directors Absent:

Melissa Hernandez, BART; Tim Schaefer, SACRT (Alternate Brewer attended); Steve Bird, STA (Alternate Moy attended).

Director A. Hernandez led the Pledge of Allegiance.

### **III. CLOSED SESSION**

Jeana Zelan, General Counsel, announced that the Board would convene in Closed Session pursuant to Government Code Section 54956.9(a) to discuss existing litigation: Friends of Sobrante Park v. Capitol Corridor Joint Powers Authority (Alameda County Superior Court Case No. 24CV104055).

#### **Public Comment**

No public comments were received.

#### **IV. OPEN SESSION**

Jeana Zelan, General Counsel, announced that no reportable action was taken during Closed Session.

##### **Public Comment**

No public comments were received.

#### **V. REPORT OF THE CHAIR**

Chair Houdesheldt provided instructions regarding public participation for Zoom and teleconference attendees, noting that public comments are limited to two minutes per item. He further noted that no written comments were received prior to the meeting.

#### **VI. CONSENT CALENDAR**

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

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). (Resolution No. 25-20)
4. Authorize Agreement with Mobility Data IO for California Integrated Travel Project (Cal-ITP). (Resolution No. 25-21)
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. (Resolution No. 25-22)

##### **\*Note:**

Director Raburn requested an amendment to the June 18, 2025, minutes (page 8, Item #2) to clarify that he, not Director Wright, made the motion for the Tap2Ride CRM Agreements item. He requested to be notified if Director Wright does not concur.

##### **Public Comment**

Aleta Dupree and Jonathan Esposito addressed the Board.

##### **Action**

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

1. The Minutes of the June 18, 2025 Meeting were approved.
2. The 2026 Board of Directors Meeting Schedule was approved.
3. Resolution No. 25-20, Approving CCJPA to execute agreements with the UPRR for CCJPA's Right-of-Way Safety Improvement Program was adopted. (15-0)

4. Resolution No. 25-21, In the Matter of Approving CCJPA to execute an agreement with Mobility Data IO for their support of the California Integrated Travel Project's evolution and development of tools supporting the General Transit Feed Specification or GTFS was adopted. (15-0)
5. Resolution No. 25-22, In the Matter of Approving Three-Year Agreements With All Day Cable Inc. and S&K Endeavors was adopted. (15-0)

*Vote Summary:*

*Moved / Seconded: Director Raburn/ Director Chapman*

*Aye: Houdesheldt, Broadway, Dickinson, Chapman, Foley, Frerichs, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Brewer (alt.), Moy (alt.)*

*No: 0.*

*Abstain: 0.*

*Absent: 0.*

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

## **VII. ACTION AND DISCUSSION ITEMS**

### **1. CCJPA Fiscal Year 2025-26 Operating Plan Update and Authorization.**

- a. Adopt the CCJPA FY 2025-26 Budget.  
(Resolution No. 25-23)
- b. Approve Agreement for Exterior Vinyl Wraps for Equipment Lease Readiness.  
(Resolution No. 25-24)

Rob Padgette, Managing Director, introduced the item; a presentation was provided by Leo Sanchez, Deputy Managing Director, and Catherine Relucio, Manager of Budget & Administration.

#### Public Comment

Aleta Dupree addressed the Board.

#### Discussion

The item was discussed by Board Members and staff.

Director Dickinson moved to adopt both of the following resolutions with a single motion:

- a. Resolution No. 25-23, In the Matter of Approving the CCJPA Fiscal Year 2025-26 Budget.
- b. Resolution No. 25-24, In the Matter of Approving Exterior Vinyl Wraps for Equipment Lease Readiness.

Director Raburn seconded the motion.

#### Action

Upon motion by Director Dickinson and second by Director Raburn, Resolution No. 25-23, and Resolution No. 25-24, were adopted. (15-0)

*Vote Summary:*

*Moved / Seconded: Director Dickinson / Director Raburn*

*Aye: Houdesheldt, Broadway, Dickinson, Chapman, Foley, Frerichs, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Brewer (alt.), Moy (alt.)*

*No: 0.*

*Abstain: 0.*

*Absent: 0.*

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

2. Authorize Caltrans District 3 Yolo 80 Managed Lanes Project Funding Agreement to Support Fare Reduction for Vehicle Miles Traveled (VMT) Mitigation.  
(Resolution No. 25-25)

Rob Padgette, Managing Director, introduced the item; a presentation was provided by Brian Soland, Manager of Rail Planning.

Public Comment

Aleta Dupree and Linda Braack, UC Davis Transportation Services, addressed the Board.

Discussion

The item was discussed by Board Members and staff.

Director Frerichs moved to adopt Resolution No. 25-25, In the Matter of Authorizing Caltrans District 3 Yolo 80 Managed Lanes Project Funding Agreement to Support Fare Reduction for Vehicle Miles Traveled (VMT) Mitigation.

Director Dickinson seconded the motion.

Action

Upon motion by Director Frerichs and second by Director Dickinson, Resolution No. 25-25 was adopted. (15-0)

*Vote Summary:*

*Moved / Seconded: Director Frerichs / Director Dickinson*

*Aye: Houdesheldt, Broadway, Dickinson, Chapman, Foley, Frerichs, A. Hernandez, Jain, Li, Rinn, Raburn, Sell, Wright, Brewer (alt.), Moy (alt.)*

*No: 0.*

*Abstain: 0.*

*Absent: 0.*

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

3. Approve Funding Plans and Construction Agreements for Agnew Siding.
  - a. Authorize Funding Plans for Agnew Siding  
(Resolution No. 25-26)

- b. Approve Construction Agreements for Agnew Siding.

Note: This item was pulled/deferred.

Rob Padgette, Managing Director, introduced the item and noted that the Board would vote only on the first of the two resolutions, clarifying that the action taken would be limited to the funding plan. The second resolution was pulled following further review with Legal, as additional attention to the item will be required.

Leo Sanchez, Deputy Managing Director, provided the presentation.

#### Public Comment

No public comments were received.

#### Discussion

The item was discussed by Board Members and staff.

#### Action

Upon motion by Director Chapman and second by Director Rinn, Resolution No. 25-26 In the Matter of Authorizing Construction Funding Plans for Agnew Siding Project and the Santa Clara Utility Relocation, was adopted. (13-0)

#### *Vote Summary:*

*Moved / Seconded: Director Chapman / Director Rinn*

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

*No: 0.*

*Abstain: 0.*

*Absent: Directors Frerichs, and Li.*

*Result: 13-0, motion carried by unanimous roll call vote.*

4. CCJPA Capital Project Update.
  - a. CCJPA Capital Project Portfolio

Rob Padgette, Managing Director, introduced the item and provided an update on the Davis Station Project.

#### Public Comment

Aleta Dupree and 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.

#### 5. Legislation and Funding Update – State and Federal.

Rob Padgett, Managing Director, introduced the item and provided an update on current legislative and funding activities at both the state and federal levels.

### 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.

#### 6. Managing Director's Report.

Managing Director Rob Padgett, introduced Leo Sanchez, Deputy Managing Director, who provided the Board with an update.

### 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.

## **VIII. BOARD DIRECTOR REPORTS**

Chair Houdesheldt called for Board Member reports.

## **IX. PUBLIC COMMENTS**

Aleta Dupree, Jonathan Esposito, and Roland Lebrun, addressed the Board.

## **X. ADJOURNMENT**

The meeting adjourned at 11:51 a.m. Next Meeting Date: 10:00 a.m., November 19, 2025 – SF Bay Area Rapid Transit Board Room in Oakland.

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** November 14, 2025

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** Approve Agreement with California Operation Lifesaver for Rail Safety Education

### PURPOSE

For the CCJPA Board to approve a two and a half years agreement with California Operation Lifesaver for rail safety education and awareness.

### BACKGROUND

California Operation Lifesaver is an independent 501(c)(3) non-profit safety education and awareness program dedicated to ending collisions, fatalities, and injuries at highway-rail grade crossings and on railroad rights of way in the State of California. Every year, CCJPA provides matching funds to California Operation Lifesaver (CAOL) so that they can be eligible to receive federal grants to promote Rail Safety Month. In addition to the grant match, CAOL is currently working with CCJPA to reduce episodic trespasser delays along the Capitol corridor route and will collaborate to identify key focus locations, communities, and campaign project options where CAOL educational programs and campaigns will provide rail safety awareness in counties where the Capitol Corridor provides service. Projects will be determined by a community's rail safety needs. CCJPA and CAOL will confer and develop the best approach using the CAOL educational method/program, which will be utilized to raise rail safety awareness and customized to address the rail safety needs. These projects may vary and may include, but are not limited to: Digital Geofencing and CTV campaigns, rail safety presentations, community event outreach, community rail safety blitz campaigns, community recognition events, focused rail safety education, and/or awareness campaigns tailored for specific audiences. Those audiences may include, but are not limited to, business districts, schools, first responders, school bus drivers, professional drivers, government agencies, community groups, digital geofenced audiences, and CTV audiences.

The current annual agreement with CAOL is set to expire on December 31, 2025, and CCJPA staff proposes executing a multi-year agreement with a contract period beginning January 1, 2026, and expiring on June 30, 2028 (remaining six months of FY26, and entirety of FY27 and FY28). The not-to-exceed budget would be \$187,500 (\$75k per year). The costs to support the FY26 CAOL efforts are fully supported by the FY2025-26 Operating Budget, approved by the California State Transportation Agency (CalSTA) on July 1, 2025. Funding for CAOL efforts in future fiscal years is contingent on securing specific Operating Funding from CalSTA through the CCJPA's Annual Business Plan process.

**RECOMMENDATION**

It is recommended that the CCJPA Board approve the two and a half years agreement with California Operation Lifesaver for rail safety education and awareness. Additionally, it is 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

In the Matter of Approving a Two and a Half Years Agreement  
with California Operation Lifesaver for Rail Safety Education and Awareness/

Resolution No. 25-27

**WHEREAS**, California Operation Lifesaver (CAOL) is an independent 501(c)(3) non-profit organization dedicated to ending collisions, fatalities, and injuries at highway-rail grade crossings and on railroad rights of way throughout the State of California; and

**WHEREAS**, the Capitol Corridor Joint Powers Authority (CCJPA) has partnered with CAOL for many years to advance rail safety education and awareness across the Capitol Corridor service area; and

**WHEREAS**, CCJPA provides annual matching funds to CAOL to enable its eligibility for federal grants that support Rail Safety Month and other public education programs; and

**WHEREAS**, CAOL is currently working with CCJPA to address episodic trespasser delays along the Capitol Corridor route and will collaborate to identify focus areas, communities, and projects where CAOL's educational programs can most effectively promote rail safety awareness; and

**WHEREAS**, the current agreement between CCJPA and CAOL will expire on December 31, 2025; and

**WHEREAS**, the costs to support CAOL efforts for FY 2025-26 are fully funded in the approved FY 2025-26 Operating Budget; and

**WHEREAS**, future funding is contingent upon securing Operating Funds from the California State Transportation Agency (CalSTA) through CCJPA's Annual Business Plan process; now, therefore, be it and therefore be it

**RESOLVED**, that the CCJPA Board does hereby approve a two and a half years agreement with California Operation Lifesaver for rail safety education and awareness, with a not-to-exceed budget of \$187,500; and

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

# # #

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

## CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

### MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** November 14, 2025

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** Authorize Agreement with Union Pacific Railroad (UPRR) for FY 2025 Capitalized Maintenance

#### PURPOSE

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

#### BACKGROUND

In February of 2025, the CCJPA Board, through Resolution 24-23, approved the FY 2024-25 Budget, which included a funding request of \$1,000,000 for the Capitol Corridor's Capitalized Maintenance Program. The purpose of these funds is to make improvements, including track surfacing, to the railroad infrastructure to improve the safety and schedule reliability of the Capitol Corridor service. While Union Pacific Railroad (UPRR) is currently obligated to perform surfacing work as part of its commitment stated in the UPRR/Amtrak national operating agreement, UPRR has agreed to a Supplemental Surfacing Program along the Capitol Corridor route to improve track quality, reliability, and passenger ride comfort. UPRR owns the majority of the rail corridor used by the Capitol Corridor and, as such, reserves the exclusive right to self-perform work on its own property. CCJPA has identified \$600,000 in Capitalized Maintenance funding allocated by California State Transportation Agency (CalSTA) for an agreement with UPRR to perform track surfacing work.

#### RECOMMENDATION

It is recommended that the CCJPA Board authorize an agreement with Union Pacific Railroad for FY 2025 Supplemental Surfacing Program agreement in the amount of \$600,000, which will be funded by the Capitalized Maintenance allocated to CCJPA through the Annual Business Plan process.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of  
Authorizing Agreement with Union Pacific Railroad (UPRR) for  
FY 2025 Capitalized Maintenance/

Resolution No. 25-28

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

**WHEREAS**, the CCJPA Board, pursuant to resolution 24-23, approved the FY 2024-25 Budget, which included a funding request of \$1,000,000 for a CCJPA Capitalized Maintenance Program; and

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

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

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

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

# # #

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

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** November 14, 2025

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** Authorize a Budget Revision for the Stege Crossover and Signal Upgrade Project

### PURPOSE

For the CCJPA Board to authorize a revised scope and budget modification for the Stege Crossover and Signal Upgrade Project.

### BACKGROUND

The CCJPA Board, through Resolutions 19-09 (June 19, 2019), 21-15 (June 2021), and 21-25 authorized a budget to improve the railroad crossovers and signal system at Stege CA (the “Project”). The resolutions authorized a budget for CCJPA’s share of the total project costs of \$5,550,000 from a combination of Public Transportation Account (PTA) funds and State Rail Assistance funds for CCJPA’s cost share for the Project. An agreement between the UPRR and CCJPA in the amount of \$5,500,000 was entered into in January 2022.

The Stege project, located between Richmond and Berkeley along the Union Pacific Railroad mainline, has been completed. The project replaced two existing slow-speed crossovers with compatible higher-speed crossovers and upgraded the existing signal system within the control point at Stege. Previously, two of the crossovers were limited to 10 miles per hour (MPH) diverging speed, while the other two supported 40 MPH. With the upgrades now in place, all crossovers allow diverging speeds up to 40 MPH, reducing delays between Richmond and Berkeley, improving on-time performance reliability for Capitol Corridor trains, and enhancing passenger satisfaction.

### Revised Project Budget and Funding Plan

The Stege Crossover Improvement Project has been completed; however, final project costs exceeded the original estimates primarily due to extended construction duration, site constraints, and increased labor requirements. The total final project costs increased to \$8,499,135.20. CCJPA and UPRR have agreed to share the cost of the overrun for the amount of \$829,727.36 each. Therefore, the CCJPA’s total fund share for this project would be \$6,329,727.36, which includes the prior approved agreement of \$5,500,000. Staff has identified State Rail Assistance (SRA) funds to cover the funding difference.



**RECOMMENDATION**

It is recommended that the CCJPA Board approve a budget of not-to-exceed \$6,329,727.36 to implement the Project and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of  
Authorizing a Budget Revision for the  
Stege Crossover and Signal Upgrade Project/

Resolution No. 25-29

**WHEREAS**, the CCJPA Board, through Resolutions 19-09, 21-15, and 21-25, previously authorized a budget of \$5,550,000 to improve the railroad crossovers and signal system at Stege, CA (the "Project"); and

**WHEREAS**, final project costs exceeded the original estimates primarily due to extended construction duration, site constraints, and increased labor requirements; and

**WHEREAS**, Capitol Corridor staff have been working with the Union Pacific Railroad and have reached an agreement to increase the cost sharing for this Project; and

**WHEREAS**, by replacing the two slow-speed crossovers at this control point with compatible higher-speed crossovers, all diverging moves at this crossover can safely be made at 40 miles per hour; and

**WHEREAS**, with higher diverging speeds, trains using this crossover will be subject to less delay between Richmond and Berkeley; and

**WHEREAS**, the result will be greater on-time performance reliability for Capitol Corridor trains and thus greater passenger satisfaction; and

**WHEREAS**, the total Project cost is now expected to be \$8,499,135.20, with a Capitol Corridor's share of the costs being \$6,329,727.36; and

**WHEREAS**, the CCJPA has identified \$6,329,727.36 of State Rail Assistance funds that can be used to pay outstanding invoices related to this Project, and therefore be it

**RESOLVED**, that the CCJPA Board does hereby approve the revised Project budget for an amount not to exceed \$6,329,727.36;

**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.

# # #

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

## CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

### MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** November 14, 2025

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** Approve Amendment to Agreement with Union Pacific Railroad (UPRR) for Davis Crossover and Signal Project

#### PURPOSE

For the CCJPA Board to authorize an amendment to increase the funding authority for the Union Pacific Railroad reimbursement agreement for the Davis Crossover and Signal project.

#### BACKGROUND

The Capitol Corridor Joint Powers Authority (CCJPA) is leading the design and implementation of the Davis Crossover and Signal Project to improve the on-time performance of Capitol Corridor trains (the “Project”). The Project will improve service reliability by increasing speeds through the crossovers at Davis and by improving the signal system with new signal hardware. This Project requires Union Pacific Railroad’s approval of the design. The Union Pacific Railroad is the owner of the rail corridor used by the Capitol Corridor trains. As such, they reserve the exclusive right to review and approve any improvements proposed for their property.

The CCJPA Board, through Resolution 19-30 (November 20, 2019), authorized a budget of \$7,300,000 for the Project. The existing reimbursement contract with UPRR for design review in the amount of \$100,000 was covered under this authorization. An amendment to the reimbursement agreement with the UPRR is needed to cover for their costs for completing the design review. To complete this review, the budget has increased from \$100,000 to \$250,000.

#### RECOMMENDATION

It is recommended that the CCJPA Board approve an amendment to the UPRR Design Review Agreement for the Davis Crossover and Signal Project, increasing the contract capacity to \$250,000, and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of  
Authorizing an Amendment to an Agreement with  
Union Pacific Railroad (UPRR) for Davis Crossover and  
Signal Replacement Project Design Review/

Resolution No. 25-30

**WHEREAS**, in the interest of reducing the potential for train delays due to signal problems as well as improving passenger safety and convenience, the Capitol Corridor wishes to replace and upgrade the crossovers and railroad signal system near the Davis station; and

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

**WHEREAS**, the CCJPA entered into an agreement with the Union Pacific Railroad in the amount of \$100,000 for the design review by UPRR for the Davis Crossover and Signal Upgrade Project under CCJPA Resolution 19-30; and

**WHEREAS**, to complete the review of this design, the total budget, if approved by the CCJPA Board, will be increased to \$250,000; and therefore, be it

**RESOLVED**, that the CCJPA Board does hereby authorize an amendment to the UPRR design review reimbursement agreement, which will increase the contract capacity to \$250,000;

**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 for the implementation of the Project.

# # #

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

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** November 14, 2025

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** Adopt Additional FY 2026 Annual Business Plan Funding for FY 2025 Amtrak Operations Agreement

### PURPOSE

For the CCJPA Board to adopt the additional FY 2026 Annual Business Plan (ABP) funding allocation from the California State Transportation Agency (CalSTA) to support the FY 2025 Amtrak Operations Agreement. This allocation, authorized by CalSTA's letter dated September 24, 2025, provides supplemental Amtrak Operations funding and establishes the total FY 2025-26 ABP authorization for the Capitol Corridor Joint Powers Authority.

### BACKGROUND

The CCJPA Board-approved FY 2025-26 ABP was submitted to CalSTA in July 2025 and outlined funding needs for continued operations and capital planning. On September 24, 2025, CalSTA transmitted an amended FY 2026 ABP approval letter confirming updated funding levels for all budget categories and specific adjustments to Amtrak Operations funding.

The CalSTA letter authorizes total FY 2025-26 funding of \$57,802,852 for the Capitol Corridor program. The amended letter provides CCJPA with additional funding of \$6,342,088 with the following breakdown:

- \$2,276,152 in contingency funding from FY 2022-23 that remains available for Amtrak Operations in FY 2025-26.
- \$4,065,936 redirected from FY 2024-25 mechanical transition funds to support continued operations during the mechanical transition period.

These funds ensure the full support of Amtrak Operations for FY 2025 while allowing any unused allocations to roll forward into FY 2026 operations per CalSTA direction. The additional funding necessary for FY25 is primarily due to the delay in the transition to a third-party mechanical contractor, which was initially expected to happen in the first quarter of FY25. The final transition did not occur until the fourth quarter. The funding reflects CCJPA's continued collaboration with Amtrak and CalSTA to maintain service reliability, support the ongoing transition of mechanical responsibilities, and ensure continued state-supported intercity passenger rail service in Northern California.

### **Funding Authorization**

The following table is the funding authorized from CalSTA in the funding and ABP approval letters and highlights the most recent funding per the September 24, 2025 letter.

#### **FY 2025-2026 Approved Funding Summary:**

<b>Budget Item</b>	<b>Approved in the letter dated July 1, 2025</b>
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
<b>FY 2022-23 Contingency</b>	<b>\$2,276,152**</b>
<b>FY 2024-25 Mechanical Redirect</b>	<b>\$4,065,936**</b>
<b>Total</b>	<b>\$57,802,852**</b>

**\*\*Totals approved in this amended letter**

### **RECOMMENDATION**

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 additional FY 2026 Annual Business Plan funding for the FY 2025 Amtrak Operations Agreement, in the amount of \$6,342,088. This action brings the total FY 2025-26 ABP funding to \$57,802,852, as authorized by CalSTA's September 24, 2025 letter. The Board is further requested to authorize the CCJPA Executive Director or their designee to execute all necessary agreements to implement the amended funding consistent with the FY 2025-26 ABP authorization.

**Motion:** The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of Adopting the Capitol Corridor  
Joint Powers Authority Additional FY 2026 Annual Business Plan  
Funding for the FY 2025 Amtrak Operations Agreement/

Resolution No. 25-31

**WHEREAS**, the California State Transportation Agency (CalSTA) issued an amended FY 2026 Annual Business Plan approval letter dated September 24, 2025, which provides updated total funding of \$57,802,852 for the Capitol Corridor program; and

**WHEREAS**, within this authorization, an additional \$6,342,088 in funding was provided in gap funding for the FY25 Amtrak Operating Agreement, including \$2,276,152 in contingency from FY 2022-23, and \$4,065,936 redirected from FY 2024-25 mechanical transition funding; and

**WHEREAS**, these allocations support continued Amtrak Operations during the transition to a new mechanical services provider while ensuring the sustainability of Capitol Corridor's intercity passenger rail service; and

**WHEREAS**, Section 8.1 of the Amended Joint Exercise of Powers Agreement provides for the preparation and adoption of the annual budget by the CCJPA Board; now, therefore, be it

**RESOLVED**, that the CCJPA Board hereby adopts the additional FY 2026 Annual Business Plan funding for the FY 2025 Amtrak Operations Agreement, increasing the total FY 2025-26 ABP funding by \$6,342,088, for a grand total of \$57,802,852, pursuant to CalSTA's approval; and

**BE IT FURTHER RESOLVED**, that the CCJPA Board authorizes the CCJPA Managing Director or their designee to execute all necessary agreements to implement the amended funding consistent with CalSTA's September 24, 2025 authorization; and that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency and the California Department of Transportation Division of Rail and Mass Transportation.

# # #

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

## CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

### MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** November 14, 2025

**FROM:** Robert Padgett  
Managing Director, CCJPA

**SUBJECT:** Advertising Program Update

#### **PURPOSE**

To provide the CCJPA Board with an update on the Advertising Program.

#### **BACKGROUND**

Honey, our advertising agency partner, has launched Phase 2 of the FY25 Advertising Program, introducing refreshed creative assets aligned with the “Only By Train” campaign theme. This phase strengthens our brand presence and supports fall ridership growth through a coordinated media mix, including outdoor billboards, digital display, paid social media, streaming radio and video, and targeted paid search and retargeting. Campaign efforts are further supported by a limited time Buy One, Get One fare offer designed to drive trial and attract new riders.

#### **RECOMMENDATION**

For information and discussion.



# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board

**DATE:** November 14, 2025

**FROM:** Robert Padgett  
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 November 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		\$ 3,766,902	\$ 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	\$ 25,206,469	\$ -	\$ 25,206,469
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: Dec-2024 Design: Feb-2026 Const: May-2034	\$ 159,197,000	\$ -	\$ 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*	\$ 186,700,000	\$ -	\$ 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
<b>CAPITAL PROJECT TOTAL</b>			<b>\$ 406,624,307</b>	<b>\$ 11,016,902</b>	<b>\$ 1,285,552,171</b>

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

Table B – CCJPA Operations & Maintenance Projects

CCJPA OPERATIONS & MAINTENANCE PROJECTS November 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 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
<b>OPERATIONS &amp; MAINTENANCE PROJECTS PROJECT TOTAL</b>			<b>\$ 83,595,254</b>	<b>\$ 5,569,989</b>	<b>\$ 89,165,243</b>

Table C – CCJPA Planning Studies

CCJPA Planning Studies November 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
<b>PLANNING STUDIES TOTAL</b>			<b>\$ 12,215,268</b>	<b>\$ -</b>	<b>\$ 12,215,268</b>

Table D – State Rail Assistance Projects and Funding

**STATE RAIL ASSISTANCE (SRA) FUNDING  
APPROVED PROJECTS  
November 2025**

<b>SRA PROJECT</b>	<b>SRA Cycle 1</b>	<b>SRA Cycle 2</b>	<b>Competitive SRA</b>	<b>TOTAL</b>	<b>Applications Pending</b>
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	\$ -	\$ -	\$ 5,518,305	\$ -
UPRR Special Agents	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000	\$ -
<b>Total</b>	<b>\$ 13,100,000</b>	<b>\$ 29,800,000</b>	<b>\$ 1,441,969</b>	<b>\$ 44,341,969</b>	<b>\$ 3,500,000</b>

\* Davis and Stege Projects continue this work

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

---

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** November 14, 2025

**FROM:** Robert Padgette  
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

Governor Newsom and Legislative leaders reached an [agreement](#) to extend California's historic Cap-and-Trade program by an additional 15 years, to 2045.

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 Transit and Intercity Rail Capital Program (TIRCP), Low-Carbon Transit Operations Program (LCTOP), Affordable Housing Sustainable Communities, and other programs, to the tune of nearly \$2 billion in total. 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.

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.

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

<b>SB 840 Expenditure Plan</b>	
<b>Expenditure</b>	<b>Amount</b>
<b>Tier 1</b>	
SRA	\$90,000,000
Green Manufacturing	\$140,000,000
Legislative Counsel	\$3,000,000
<b>Subtotal</b>	<b>\$233,000,000</b>
<b>Tier 2</b>	
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
<b>Subtotal</b>	<b>\$2,000,000,000</b>
<b>Tier 3</b>	
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
<b>Subtotal</b>	<b>\$1,980,000,000</b>
<b>Estimated Total</b>	<b>\$4,213,000,000</b>
<b>TIRCP Average (FY 2015-16 to FY 2024-25)</b>	<b>\$301,109,000</b>
<b>LCTOP Average (FY 2015-16 to FY 2024-25)</b>	<b>\$144,563,000</b>

## Senate Bill 125

The Budget Act of 2025 reaffirmed 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 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**

### **Federal Railroad Administration (FRA) Administrator David Fink Confirmed**

By a 50-47 party-line vote in the Senate, David Armstrong Fink was confirmed on October 7 as the nation's 16th FRA Administrator. Fink, a fifth-generation railroader and son of the late David Andrew Fink, is the former President of regional Pan Am Railways (now part of CSX).

### **Union Pacific and Norfolk Southern Merger**

In November, shareholders of Union Pacific and Norfolk Southern voted to support a proposed \$85 billion merger that would create the first U.S. railroad to run coast to coast. As a next step, the companies can complete their applications to the STB, which are expected in December 2025 or January 2026. President Trump signaled support for this deal in September, stating it “sounds good to me” after a meeting with UP CEO Jim Vena. BNSF Railway publicly rebuked the merger between Union Pacific and Norfolk Southern, calling on customers to air any grievances with the STB.

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

The Passenger Rail Advisory Committee (PRAC) Meeting held its most recent meeting on September 18, 2025. Detailed meeting information, including meeting materials, is available online at <https://www.stb.gov/resources/stakeholder-committees/prac/>. 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.

### **FY 2025-26 Federal Appropriations and Budget Updates**

This year's federal funding lapsed on October 1, when the Senate failed to pass a continuing resolution (CR) before the September 30 fiscal year deadline. Since then, the House has been in recess, while the Senate has intermittently convened numerous failed attempts on the House approved funding measure with the shutdown becoming the longest in U.S. history.

The shutdown has impacted Federal rail agencies. For the FRA side, 23% of its staff were furloughed as a result. The FRA ceased funding research and development projects and rulemaking activities, unless regulatory activity is related to financial assistance programs that are funded through the FRA's Oversight account. The FRA's Office of Railroad Safety continued working through the shutdown. Staffers who work in the FRA's Office of Railroad Development and administer various financial assistance programs also remained on the job. Funding for that work is not affected by a lapse in appropriations. The Surface Transportation Board (STB) suspended operations. During the shutdown, STB did not accept filings, process cases, issue decisions, or hold hearings. The only exception, the board said, would be to handle requests for emergency service orders, which are rare.

The most up-to-date funding proposals for FY26 are shown in the table below, should Congress make an effort to pass a complete funding package for FY26. By contrast, a more likely continuing resolution through the end of FY26 would extend FY25 funding levels for yet another year.

	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

The House and Senate passed a continuing resolution on November 12, 2025, that funds the government through January 30<sup>th</sup>.

### Transportation Reauthorization

Despite the government shutdown, the extended House recess, and the continuing stand-off in the Senate, congressional staff are negotiating behind the scenes on transportation reauthorization program authorities and funding levels to replace the Infrastructure Investment and Jobs Act (IIJA) authorizations set to expire in September 2026.

With the shutdown consuming most of Congress's attention—and effectively pausing the majority of other business—progress on the 2026 surface transportation reauthorization is expected to slow. The shutdown may delay both the House and the Senate's movement on reauthorization bills. However, leadership of the Senate Environment & Public Works Committee, which has jurisdiction over the highway title, has stated they still intend to proceed with a markup on their proposal before the end of the year. There has been some discussion of moving Transportation Reauthorization without a Rail Title, which would represent a notable change in approach with potential downsides for the rail program.

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



**Date:** November 14, 2025

**From:** Robert Padgett, Managing Director

**To:** CCJPA Board of Directors

**Subject:** Managing Director's Report – November 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** - The “Only by Train” advertising campaign is currently in market. 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. The campaign features the experience of riding on board the Capitol Corridor. Capitol Corridor is also supporting local food banks along the service route by offering collection bins at Emeryville and Oakland Jack London stations and sharing food bank donation links with followers.
- b. **Agnew Siding** - On the single-track section between Newark and San Jose, the Agnew Siding project will provide a new location for trains to meet and pass near the Santa Clara Great America station. This new siding will significantly reduce delays that sometimes occur when trains need to meet or pass in this area. The CCJPA design team is working on the design of the necessary utility relocations on behalf of the City of Santa Clara, as well as necessary safety upgrades to the adjacent Agnew Road grade crossing. Upon completion of the design and after utility relocations, UPRR will construct the siding, and CCJPA will oversee related construction activities.
- c. **Corridor Identification & Development Program / Link21** - Since the CCJPA and San Francisco Bay Area Rapid Transit (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 Transit and Intercity Rail Capital Program (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 (FRA) 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 and has recently obtained 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 the 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, all of which are all necessary to obligate the federal grant.
- e. **South Bay Connect** - Staff is currently exploring changes to the project scope that could reduce construction costs. Any such changes would require support and approval from UPRR. At this time, the first federal funding for this project will likely arrive through the Corridor ID Program and the Near-Term Service Development Plan (NTSDP) process. Once approved as part of the NTSDP, 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. 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 June 2026. CalPIDS software is undergoing testing and validation. The next steps before system turn-up and final testing are power connections to new cabinets, AT&T equipment installs, and CalPIDS equipment installs. System turn-up and final testing are expected in Fall 2026.

- g. **Alviso Railroad Adaptation Planning** - The purpose of the Alviso Railroad Adaptation Planning Study is to develop concepts that adapt the railroad infrastructure between Albrae (south of Newark in Alameda County) and Santa Clara, CA for sea level rise, create redundancy via additional tracks that create long-term capacity on this corridor for passenger and freight rail services, and minimize negative environmental impacts to the adjacent sensitive wetland ecosystem and broader SF Bay estuary. This Study follows the 2018-2020 Alviso Wetland Railroad Adaptation Alternatives Study, which identified and evaluated preliminary sea level rise adaptation options in this corridor through extensive stakeholder outreach. The Planning Study will directly build upon the findings of the previous Alternatives Study and further engage stakeholders to develop refined adaptation design concepts. The Planning Study was kicked off in the Summer of 2025, and initial rounds of stakeholder outreach meetings are planned in November 2025.

## **RECOMMENDATION**

For information only.