

**From:** VTA Board Secretary  
**Sent:** Friday, February 27, 2026 3:49 PM  
**To:** VTA Board of Directors  
**Cc:** Smith, Patrice  
**Subject:** From VTA: Upcoming Media Coverage

Board of Directors:

Attached please find a memo from Patrice Smith, Chief Communications Officer, about upcoming media coverage on BSVII funding and the RVs at the VTA's Santa Teresa site.

Please respond to this email with any questions.

Thank you,

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 North First Street, Building B  
San Jose, CA 95134-1927  
Phone **408-321-5680**



## MEMORANDUM

**TO:** VTA Board of Directors

**FROM:** Patrice Smith, Chief Communications Officer 

**DATE:** February 27, 2026

**SUBJECT:** Upcoming News Stories

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I want to make you aware of a news story posting this weekend. Grace Hase, *San Jose Mercury News*, is reporting on BART Silicon Valley Phase II funding. The story will appear in Saturday's print edition (February 28) and may post online earlier. Grace interviewed Greg Richardson and Chair Sergio Lopez. We will include the article in our daily news clips.

Separately, there has been recent media interest regarding RVs at VTA's Santa Teresa site. VTA has been working with the City of San Jose, the County of Santa Clara, and Amigos de Guadalupe toward a resolution.

On Monday, March 2, the five RV dwellers at Santa Teresa are scheduled to relocate to the new Cerone interim housing site, and their vehicles will be stored. This remains a fluid situation, and VTA continues to monitor it closely.

If you receive media inquiries on the topic of the RVs, please refer them to Media Relations at [media.relations@vta.org](mailto:media.relations@vta.org) or 408-464-7810.

Thank you.

**From:** VTA Board Secretary

**Sent:** Friday, February 27, 2026 4:21 PM

**To:** VTA Board of Directors

**Subject:** From VTA: VTA Correspondence: Weeks Ending February 20, 2026 and February 27, 2026

Board of Directors,

Attached is correspondence for the weeks ending February 20, 2026 and February 27, 2026 as described below.

<b>From</b>	<b>Topic</b>
Robert Padgette, Capital Corridor	Capitol Corridor Service Disruption: Train 522 Trespasser Strike, Martinez
Mimi Kyi, Capital Corridor	CCJPA Board of Directors February 18, 2026 Board Meeting Written Public Comment
Cynthia Murrary	Notice of Cancellation for Planning Commission on February 26, 2026
David Bini	Public Comment
CCJPA – SR-84 Intermodal Bus Facility	Key things to know about the SR-84 Intermodal Bus Facility Project
CCJPA – SR-84 Intermodal Bus Facility	SR-84 Bus Facility Outreach — See you soon at Ardenwood Park-and-Ride!

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**

**MEMO**



**To:** CCJPA Board Directors  
**From:** Robert Padgette, Managing Director  
**Date:** February 17, 2026  
**Subject:** Capitol Corridor Service Disruption: Train 522 Trespasser Strike, Martinez

**CAPITOL CORRIDOR  
JOINT POWERS AUTHORITY**  
2150 WEBSTER STREET  
3<sup>RD</sup> FLOOR  
OAKLAND, CA 94612  
(V) 510.464.6995  
(F) 510.464.6901  
www.capitolcorridor.org

This memo is regarding a Trespasser incident near the city of Martinez, CA that occurred on Monday morning February 16, 2026.

**Incident Summary:**

At around 7:09am, train 522 struck and fatally injured a trespasser in an unincorporated area of Contra Costa County, between the Richmond and Martinez stations. There were no reports of injuries to the 19 passengers or crew onboard. The incident train was terminated at the scene, and its passengers transferred to train 524. Train 541 was also cancelled to allow servicing of the affected trainset. At around 8:30am, traffic was permitted around the incident location on the adjacent main track, and the scene was fully released and operational by 9:30am. Other CCJPA delays from the event are detailed below.

**Associated CCJPA Train Delays:**

- 522 – Cancelled
- 524 – One hour
- 525 – Ten minutes
- 527 – Forty minutes
- 535 – One hour
- 541 – Cancelled
- 539 – Fifteen minutes

If you have any questions, please feel free to reach out to Charles Franz, Manager of Transportation at [CharlesF@capitolcorridor.org](mailto:CharlesF@capitolcorridor.org).

  
Robert Padgette  
Managing Director

- Cc:**
- |               |  |
|---------------|--|
| Robert Powers | Alicia Trost   |
| Jean Zelan    | Byron Toma   |
| Joe Beach     | Steven Shatz   |
| Bob Franklin  | Kyle Gradinger, Caltrans Division of Rail and Mass Transit |
| Shane Edwards | SCG Members  |

**From:** [Mimi Kyi](#)  
**To:** [Mark Foley](#); [Melissa Hernandez](#); [Janice Li](#); [Robert Raburn](#); [Matthew Rinn](#); [Edward Wright](#); [Bruce Houdesheldt](#); [Ken.Broadway](#); [Suzannejones](#); [rdickinson](#); [tschaefer](#); [rbrewer](#); [Patrick Kennedy](#); [Melissa Lee](#); [Sudhanshu Jain](#); [Linda Sell](#); [sbird\\_fordixoncitycouncil](#); [sbird\\_dixonpd](#); [sbird](#); [Alma Hernandez \(ahernandez\)](#); [cmoy](#); [JChapman](#); [lucas.frerichs](#); [lucasf](#); [mayra.vega](#); [Robert Franklin](#); [Byron Toma](#); [David Melko](#); [mclick](#); [aadams](#); [JDrake@sacrt.com](#); [Gonzalez-Estay, Manolo R](#); [Greene, Beverly](#); [Daryl Halls](#); [kgregana](#); [Robert Guerrero](#); [Autumn Bernstein](#); [bvaughanbechtold](#); [Robert Franklin](#); [Jennifer Halpern](#); [Sandra Schrimsher](#); [Mag Tatum](#); [Jeana Zelan](#); [Robert Powers](#); [Monique Salas](#); [Michael Jones](#); [Alfonzo Rigel](#); [Joseph Beach](#); [Nicole Granados](#); [SSabol](#); [tsmith](#); [qkirbyson](#); [DValdezJones](#); [avan](#); [afeeney](#); [ilowe](#); [mogaveror](#); [mlee](#); [mle](#); [mcasorla](#); [Baltao, Elaine](#); [Garza, Michelle](#); [VTA Board Secretary](#); [Paris, Amy](#); [jmasiclat](#); [lruiz](#); [vjames](#); [cqagnon](#); [Tara.Thronson](#); [emily.ault](#); [michaelspelis](#); [fudvarhely](#); [mlee](#); [mle](#); [mcasorla](#); [Gonzalez-Estay, Manolo R](#); [Baltao, Elaine](#); [Young, Thalia](#); [lruiz](#); [Alma Hernandez \(ahernandez\)](#); [avan](#); [ilowe](#); [Feeney, Ashley](#); [rdickinson](#); [Denecia Valdez Jones](#); [Mayra.Vega](#); [Jennifer.Robinson](#); [Ken.Broadway](#); [CCJPA Staff](#); [Faoud Karim](#); [Angie West](#); [Arijmy Quinsay](#); [Stephen Connell](#)

**Subject:** [EXTERNAL] [Public Comments Received via Email] CCJPA Board of Directors Meeting - February 18, 2026  
**Date:** Tuesday, February 17, 2026 3:30:44 PM  
**Attachments:** [Feb 18, 2026 CCJPA Board Mtg Written Public Comments\\_Final1.pdf](#)  
**Importance:** High

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CCJPA Board Members,

We have received **two (2) written public comments** via email for the **February 18, 2026 CCJPA Board meeting**. The comments will be included as part of the permanent Meeting record.

Thank you!

**Mimi Kyi** | Executive Assistant

Capitol Corridor Joint Powers Authority | 2150 Webster St, 3<sup>rd</sup> Floor, Oakland, CA 94612

Mobile: (510) 506-9540 | Email: [mimik@capitolcorridor.org](mailto:mimik@capitolcorridor.org)



# **PUBLIC COMMENTS**

## **Capitol Corridor Joint Powers Authority Board Meeting**

**February 18, 2026**

**Written Public Comments received by  
February 17, 2026 at 3:00 pm are attached and  
will become part of the Meeting record.**

**From:** [Justin Penman](#)  
**To:** [CCJPA Board](#)  
**Subject:** Farebox Recovery Ratio  
**Date:** Tuesday, February 17, 2026 11:05:01 AM

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Dear CCJPA,

After reviewing the 2026-2027 CCJPA business plan, I noticed that state law requires the service to run at or above a 50% Farebox Recovery Ratio. According to the business plan, we closed last year at 47%. However, upon reviewing Amtrak's YTD December FY 2026 Monthly financial report, they show the Capitol Corridor service with a 69% farebox recovery ratio. What is the discrepancy in these two figures? Are these reports operating on different dates or numbers?

I look forward to seeing & hearing from you all tomorrow morning.

Sincerely,  
Justin Penman

[jpenmanru](#)

**From:** [Adriana Rizzo](#)  
**To:** [CCJPA Board](#)  
**Subject:** Public Comment, February 18, 2026 Agenda, Items IV.3, V.2.A, V.2.B  
**Date:** Tuesday, February 17, 2026 2:11:52 PM  
**Attachments:** [CCJPA - 2\\_18\\_26 Agenda - CER comments.pdf](#)

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Dear board clerk,  
Please find public comment on tomorrow's Capitol Corridor JPA board meeting from Californians for Electric Rail, attached.

Sincerely,  
Adriana Rizzo



February 17, 2026

Bruce Houdesheldt  
Chair

Capitol Corridor Joint Powers Board - <Via Email Only -ccjpaboard@capitolcorridor.org>  
2150 Webster St.  
3rd Floor  
Oakland, CA 94612

**RE: Public Comment, February 18, 2026 Agenda, Items IV.3, V.2.A, V.2.B**

Dear Chair Houdesheldt and CCJPA Board Members,

Californians for Electric Rail (CER), which represents members around the state including Bay Area and Sacramento metropolitan areas, provides the following comments on the CCJPA February 18, 2026 board agenda.

**Agenda Item V.2.A - Vision Update**

CER supports revising the 2014 service vision to reflect the changes in travel demand, service conditions, opportunities, and challenges over the past twelve years.

In considering this process, CER encourages CCJPA to think strategically not just about a service vision aligned with the State Rail Plan that drives mobility around Northern California but about what it takes to implement the service-vision.

- Service-led Planning: CCJPA's 2014 service vision was a leader in the use of service-led planning. It is not clear how service-led planning has informed implementation of constitutive improvements for that 2014 vision. In addition, Capitol Corridor's service improvements have been at a relative disadvantage because state and metropolitan planning organization programs do not use service-led planning to plan, develop and fund transit improvements, but rather qualitative determinations.
- Business Cases: in order to implement an updated service vision, CCJPA should use iterative, public business cases to guide project development through stage gates. These documents can help ground CCJPA staff as they navigate trade-offs. By making the iterative business cases public, CCJPA staff can inform the public about the challenges and opportunities for service development and implementation. As discussed below regarding 3rd Track to Roseville, the lack of information about the changing scope, schedule, benefits and costs has left the public in the dark about the challenges and value of this project.
- Overhead Electrification: the 2014 service vision set a long-term goal of electrifying passenger service to enhance speed, reliability, infill station development, and decrease

emissions. With the success of Caltrain Modernization as well as impending electrification of the initial California High-Speed Rail program segment and Brightline West and new ambitious goals for 1500 miles of electrification within the 2024 including along Capitol Corridor, the goal of electrification should remain front and center for CCJPA. The service vision should consider phasing and partial electrification.

In order to address real concerns about costs, CCJPA and its partners should consider electrification as a statewide program rather than a discrete project. Globally where electrification constitutes a one-off project, costs have remained high. Where instead electrification has been treated as a programmatic investment - using multi-year framework funding or low-cost financing - there have been successes in reducing development costs. For example, Scotland uses 5 year framework funding agreements to program investment electrification; as a result they have been able to reduce per kilometer cost of electrification from £2.7m to £2m between 2020 and 2025 during a period of globalized construction cost escalation.

- Regional Service Vision: the Sacramento metropolitan area (aka SACOG) is one of the high-growth regions in California that lacks a regional/commuter rail service. Capitol Corridor, despite being an intercity rail operator, has attempted to fill this gap by providing service to Roseville/Auburn and reducing ticket prices for shorter trips like Davis to Sacramento. Sacramento and Yolo representatives, including members of the CCJPA board, have repeatedly asked CCJPA staff to prioritize more frequent regional service for the Sacramento area. Indeed the 2024 State Rail Plan identifies Davis to Sacramento to Roseville as having 2 TPH of regional rail service.

The updated service vision should develop a regional rail vision for the Sacramento area in partnership with SACOG, SacRT and other stakeholders. A Sacramento regional rail service may not be a core priority of CCJPA but CCJPA could be a future contractor operator with service goals, infrastructure and operating costs covered by other regional or state entities.

### **Agenda Item V.2.B - Capital Projects Update**

In 2025 staff reports and CCJPA board meetings, it was reported that the 3rd Track to Roseville project would complete design in 2026. This is after the prior 10 RT service was bifurcated into 2 phases and costs for Phase 1 increased significantly due to 1) a new layover yard not previously scoped; 2) longitudinal utility relocation challenges; 3) recognized increased costs for redesigning Caltrans overpasses and other facilities to current specifications in order to accommodate 3rd track.

Based on the draft business plan, the costs of the Phase 1 design have ballooned beyond the value proposition for the service. In response, CCJPA plans to work with FRA and UPRR to re-scope a service and infrastructure plan. No specific schedule is given, but the February 18, 2026 staff report now shows that environmental review will re-start in the next year, followed by a design period to last till 2031 and construction to complete in 2036. It is unclear whether this new schedule will include 10 RTs as promised in 2012 or some fraction thereof.

For a project already suffering long delays and cost escalation, the lack of clear communication about what is happening with 3rd Track to Roseville is very concerning. Per the draft business plan “[t]his project remains CCJPA’s top project for delivery despite the challenges.” It’s not clear how 3rd Track to Roseville constitutes a top priority when CCJPA staff have not provided clear answers to the public or the CCJPA board about 1) what has caused costs to spiral, 2) what level of new service is to be expected now; 3) how CCJPA can mitigate budget pressures or pull back the schedule; 4) what the path forward is for 3rd Track to Roseville.

As discussed above, an iterative business case that is provided to the public and stakeholders would help inform these discussions. As contemplated in the 2014 service vision, 3rd Track to Roseville was the most straightforward infrastructure project for service improvement/expansion. Each subsequent project such as South Bay Connect, Alvisio Wetlands and Carquinez Crossing is more complex and challenging. If CCJPA needs specific support in terms of design/engineering resources, organizational support, 3rd party interface, programmatic funding or permitting clarity, the business case is where these issues can be discussed. Otherwise, riders and the policymakers are left wondering why service improvements are languishing.

#### **Agenda Item IV.3 - Solano Hub Planning**

CER is excited to see CCJPA move forward on planning for a hub station at Suisun City. This station with connections to Novato and other points in the North Bay has the opportunity to provide transformational access within Northern California.

As planning proceeds, CER requests that CCJPA staff consider scoping out costs of SR-12 overpass designs and other modifications to allow a 4th track in addition to the 3rd track mentioned in the staff report. CCJPA need not commit to 4th track supportive designs but understanding the relative costs of the 4th track modifications to work with the Solano Hub is an important exercise in future proofing an important station.

Second, CER asks that CCJPA consider electrification vertical and horizontal clearances and siting in developing this important hub station.

We look forward to continuing to work with CCJPA on improving mobility in Northern California.

Sincerely,  
Adriana Rizzo  
Californians for Electric Rail

**From:** [Murray01, Cynthia](#)  
**Subject:** [EXTERNAL] Notice of Cancellation: Planning Commission - February 26, 2026 @ 6:00 p.m.  
**Date:** Wednesday, February 18, 2026 8:07:18 AM  
**Attachments:** [Cancellation Notice - PC 2-26-26.pdf](#)  
**Importance:** High

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

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Hello,

**NOTICE IS HEREBY GIVEN** that the Planning Commission regular meeting scheduled for Thursday, February 26, 2026 at 6:00 p.m. has been **CANCELLED**. The next regular meeting is scheduled for **Thursday, March 26, 2026 at 6:00 p.m.** in the Board of Supervisors Chambers, 70 West Hedding Street, San Jose.

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

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

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**COUNTY OF SANTA CLARA**  
**PLANNING COMMISSION**

**NOTICE OF CANCELLATION**

**NOTICE IS HEREBY GIVEN** that the Planning Commission regular meeting scheduled for Thursday, February 26, 2026 at 6:00 p.m. has been **CANCELLED**.

The next regular meeting is scheduled for **Thursday, March 26, 2026 at 6:00 p.m.** in the Board of Supervisors Chambers, 70 West Hedding Street, San Jose.

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

Curtis Boone,  
Clerk of the Board of Supervisors

*Cynthia Murray*

By Cynthia Murray, Deputy Clerk

**From:** [David Bini](#)  
**To:** [Gonot, Carolyn](#); [Sergio Lopez](#); [VTA Board Secretary](#); [District5](#); [District1](#); [Greg Bozzo](#); [district8](#); [district4@sanjoseca.gov](#); [District2](#); [district9](#); [Sudhanshu Jain](#); [district1](#); [mayor](#); [John McAlister](#); [cmontano Rob Moore](#); [Michael Mulcahy](#); [Isell](#); [Mark Turner](#); [Jonathan D. Weinberg](#); [contactmtc](#)  
**Subject:** [EXTERNAL] Request for clarification  
**Date:** Wednesday, February 18, 2026 12:21:52 PM  
**Attachments:** [VTA clarification letter.pdf](#)

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Dear General Manager Gonot and Members of the Valley Transportation Authority Board of Directors,

Please see the attached letter regarding the loan arrangement involving the TIRCP.

Respectfully,

**David Bini**

Executive Director

**Santa Clara & San Benito Counties**

**Building & Construction Trades Council**

Office (408) 265-7643 - [david](#)

2102 Almaden Road, Suite 101, San Jose, CA 95125



David Bini  
Executive Director

Scott Reese  
President

**February 18, 2026**

VTA GM Carolyn Gonot and Board of Directors  
3331 North First Street  
San Jose, CA 95134

**RE: Clarification regarding \$590 million loan arrangement**

Dear General Manager Gonot and Directors,

On behalf of the Santa Clara & San Benito Counties Building & Construction Trades Council, representing thousands of union construction workers across our region, I am writing to request clarification regarding the proposed \$590 million loan arrangement involving the state Transit and Intercity Rail Capital Program (TIRCP).

Based on information that has circulated, the loan would rely on unallocated TIRCP funds from projects that have been awarded but not yet allocated by the California Transportation Commission. It appears that the most significant unallocated balance within the Bay Area may be associated with the BART Silicon Valley Phase II Extension.

As you know, the BART to Silicon Valley project is one of the most significant infrastructure investments in our region and is generating thousands of high-quality union Building Trades jobs.

Given VTA's preparation to submit its Full Funding Grant Agreement to the Federal Transit Administration in June 2026, which would bring approximately \$5.098 billion in federal funding, we are seeking a clear understanding of how the proposed loan structure may affect the stability of the project's state match and overall funding plan.

Specifically, we respectfully request clarification on:

- Whether any TIRCP funds currently identified for the BART Silicon Valley Extension would be encumbered, delayed, or otherwise impacted;
- How VTA will ensure that the project's financial plan remains solid for purposes of federal approval; and
- What safeguards are in place to ensure that construction timelines and associated union Building Trades jobs will not be compromised.

Our goal is straightforward: to ensure that this transformative project continues moving forward without disruption and that the thousands of well-paying union jobs tied to it remain secure.

Boilermakers 549  
Brick & Tile 3  
Carpet & Linoleum 12  
Cement Masons 400  
Electricians 234  
Electricians 332  
Elevator Constructors 8  
Glaziers 1621  
Heat & Frost Insulators 16  
Iron Workers 377  
Laborers 67  
Laborers 270  
Operating Engineers 3  
Painters District Council 16  
Painters & Tapers 507  
Plasterers 300  
Plumbers & Steamfitters 393  
Roofers 95  
Sheet Metal Workers 104  
Sign & Display 510  
Sprinkler Fitters 483  
Sprinkler Fitters 669  
Teamsters 853  
UA Local 355

Affiliated with:

State Building and  
Construction Trades  
Council of California

California Labor Federation,  
AFL-CIO

California Labor C.O.P.E.

South Bay AFL-CIO  
Labor Council



VTA GM Carolyn Gonot and Board of Directors  
February 18, 2026  
Page -2-

We appreciate the leadership of the VTA's Board and Administration, and look forward to working collaboratively to protect both the integrity of this capital investment and the economic stability it provides to working families throughout our region.

Sincerely,



David Bini  
Executive director

**From:** CCJPA - SR-84 Intermodal Bus Facility <connect>  
**Sent:** Thursday, February 19, 2026 1:46 PM  
**To:** VTA Board Secretary  
**Subject:** [EXTERNAL] Key things to know about the SR-84 Intermodal Bus Facility Project

**Categories:** SEND TO BOARD MEMBERS

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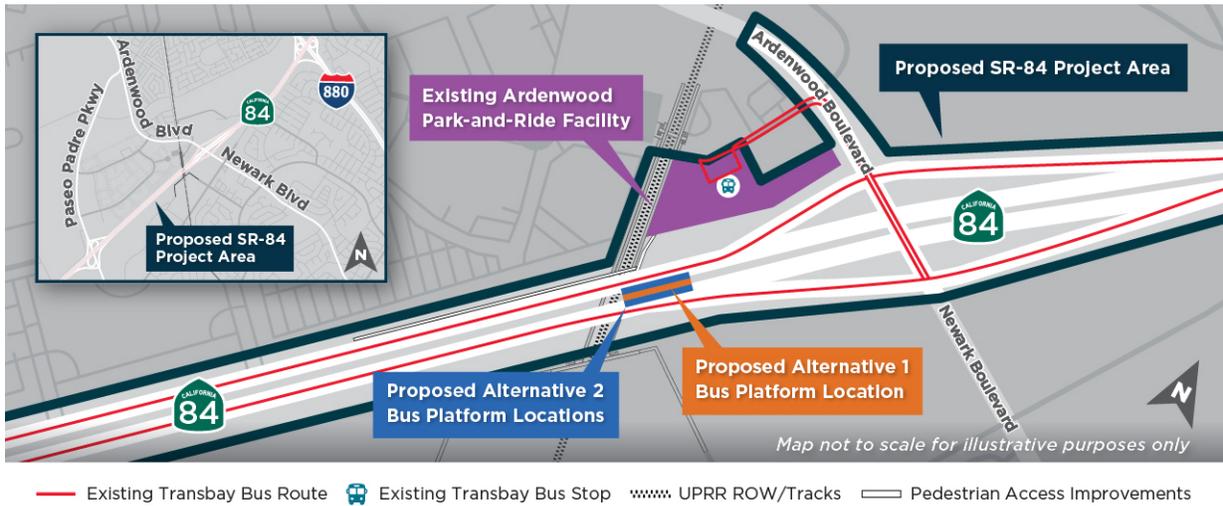
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# SR-84 BUS FACILITY

**The State Route 84 (SR-84) Intermodal Bus Facility Project** (Project) is proposed by Capitol Corridor Joint Powers Authority (CCJPA) in partnership with the California Department of Transportation (Caltrans). The bus facility would enhance Transbay bus and shuttle service connections from Alameda County to the Peninsula and build upon other regional transit efforts that promote and encourage multimodal access and connectivity.

The Project's proposed location is on SR-84 adjacent to the existing Ardenwood Park-and-Ride, on the border between Fremont and Newark.



The Project is being designed to:



Connect transit and private employer shuttle services with future improvements at the Ardenwood Park-and-Ride



Allow buses and shuttles to pick-up and drop-off passengers at an elevated highway level for improved operational efficiency



Create a more direct route at the Ardenwood Park-and-Ride entrance/exit to reduce congestion and travel time

The Project is exploring two alternatives for a new multimodal bus facility that would improve regional transit connections, support reliable bus operations, and enhance access for travelers. **Alternative 1** has a bus stop with a **center platform** in the median of SR-84 that would serve both eastbound and westbound buses. **Alternative 2** would construct two bus stops, each with **an outboard platform**, in the median of SR-84 to serve eastbound and westbound buses.

Visit the [SR-84 Intermodal Bus Facility website](#) to learn more about the alternatives.



(510) 286-4444



[connect@SR84BusFacility.com](mailto:connect@SR84BusFacility.com)



[SR84BusFacility.com](http://SR84BusFacility.com)



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Capitol Corridor Joint Powers Authority | 2150 Webster Street, 3rd Fl | Oakland, CA 94612

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**From:** CCJPA - SR-84 Intermodal Bus Facility <connect>  
**Sent:** Tuesday, February 24, 2026 9:06 AM  
**To:** VTA Board Secretary  
**Subject:** [EXTERNAL] SR-84 Bus Facility Outreach — See you soon at Ardenwood Park-and-Ride!

**Categories:** SEND TO BOARD MEMBERS

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# SR-84 BUS FACILITY

While the **State Route 84 (SR-84) Intermodal Bus Facility Project** (Project) advances toward improving transit in our region, we'll be hosting a pop-up at the Project location to share info.

Check out the facts about this project, then let us know your questions!

## Project Benefits

The SR-84 Intermodal Bus Facility proposed location is adjacent to the Ardenwood Park-and-Ride on the border between Fremont and Newark. The project is being designed to:

- Improve connectivity between Alameda County to Peninsula Counties
- Promote public transit use
- Reduce travel time for regional buses and shuttles

## Upcoming Community Pop-up Events

Share input and ask questions at the Ardenwood Park-and-Ride:

- Tuesday, February 24, 4:30–6:30 p.m.
- Wednesday, February 25, 7–9 a.m.
- Tuesday, March 10, 4:30–6:30 p.m.
- Wednesday, March 11, 7–9 a.m.

## Key Project Activities

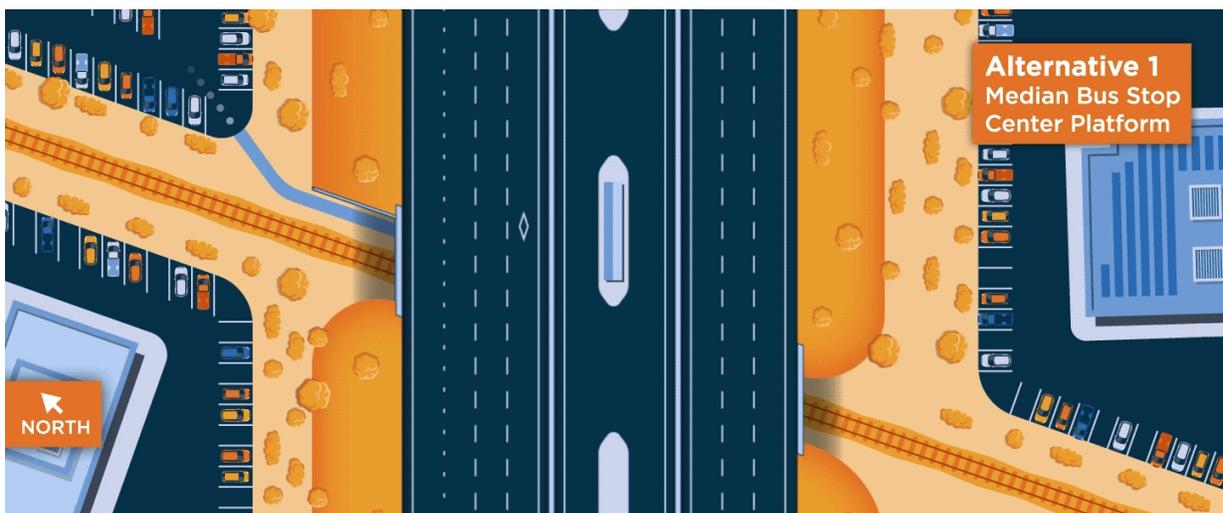
Project design alternatives are being analyzed with regard to environmental impacts, as required by state and federal environmental regulations (CEQA/NEPA). The Project will be preparing an Initial Study (IS) and Environmental Assessment (EA). The IS/EA is currently scheduled for release in Fall 2026.

## Alternatives Being Considered

Both proposed alternatives would improve travel times for buses and shuttles along SR-84 and improve Transbay connectivity.

### **Alternative 1** (Highway Median Bus Stop with Center Platform)

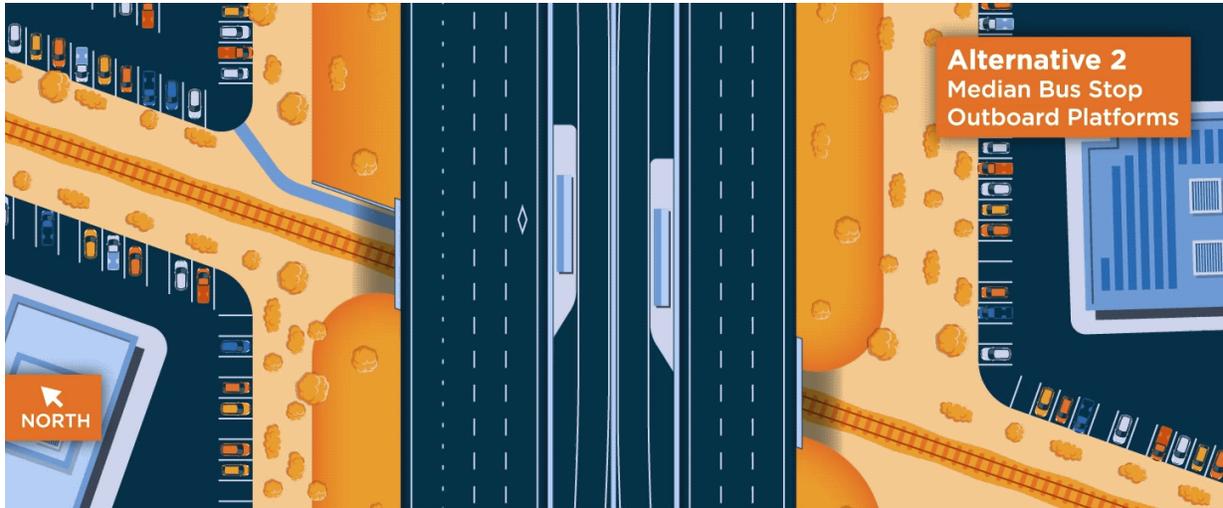
This alternative has a bus stop with a **center platform in the median of SR-84** that would serve both eastbound and westbound buses. Bus-only lanes would be constructed in the median to connect to this new stop.



## **Alternative 2** (Highway Median Bus Stops with Outboard Platforms)

This alternative would construct **two bus stops, each with an outboard platform**, in the median of SR-84 to serve eastbound and westbound buses. Bus-only lanes would be constructed in the median to connect to these new stops.

From the bus stop, passengers would access the Ardenwood Park-and-Ride via elevators, stairs, and/or ramps to a shared-use pathway below SR-84.



## **Keep in Touch!**

Community input is an important part of the planning process, and we want to hear from you.

Join the SR-84 Project mailing list to stay informed!



(510) 286-4444



[connect@SR84BusFacility.com](mailto:connect@SR84BusFacility.com)



[SR84BusFacility.com](http://SR84BusFacility.com)



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Capitol Corridor Joint Powers Authority | 2150 Webster Street, 3rd Fl | Oakland, CA 94612

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