**From:** VTA Board Secretary
**Sent:** Monday, September 14, 2026 5:00 PM
**To:** VTA Board of Directors
**Cc:** Gonot, Carolyn ; Greene, Beverly ; Haywood, Scott ; Richardson, Greg ; Smith, Patrice
**Subject:** From VTA: Bay Area News Group Regional Measure Editorial Research

Board of Directors,

Attached is a memo from Patrice Smith, Chief Communications Officer, regarding an upcoming editorial on the regional measure on the November ballot.

If you are contacted for comment please reach out to Patrice Smith (patrice.smith@vta.org), or @Hendler Ross, Stacey, @Bermudez, Sandra, and @Chakmakjian, Marina on the VTA media relations team.

If you have questions please respond to this email.

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**

Santa Clara Valley Transportation Authority

Santa Clara Valley Transportation Authority

# MEMORANDUM

**TO:** VTA Board of Directors

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

**DATE:** September 14, 2026

**SUBJECT:** Bay Area News Group Regional Measure Editorial Research

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I am writing to provide a heads-up that Bay Area News Group is analyzing the regional measure as part of its consideration of whether to endorse it.

I was contacted by Dan Borenstein with Bay Area News Group, which includes the *San Jose Mercury News*. Mr. Borenstein is preparing a memo for the editorial board regarding the regional measure and requested financial information from VTA. Specifically, he noted that VTA's financial data was not included in the Metropolitan Transportation Commission (MTC) data set covering the four agencies identified as facing a fiscal cliff. To include VTA in the analysis, he requested comparable information to that provided for the other agencies.

Mr. Borenstein also asked how VTA anticipates using funding generated through the regional measure, including the priorities identified in our local investment plan. He also requested information regarding BSVII funding sources.

We provided Mr. Borenstein with the requested information to ensure the editorial board has complete information regarding VTA's financial position, funding needs, and anticipated use of measure funding as it conducts its analysis.

We will await the editorial board's decision regarding the regional measure. Historically, endorsements may be announced two to six weeks in advance of an election or may coincide with the arrival of mail ballots or the start of early voting.

Thank you.

**From:** VTA Board Secretary
**Sent:** Friday, September 18, 2026 5:03 PM
**To:** VTA Board of Directors
**Cc:** Gonot, Carolyn < Greene, Beverly >; Haywood, Scott; Richardson, Greg
**Subject:** From VTA: VTA Correspondence Weeks Ending September 11 and September 18, 2026

Board of Directors,

Attached is correspondence for the weeks ending September 11 and September 18, 2026 as described below:

- Agenda & Notice | CCJPA Board of Directors Meeting - Wednesday, September 16, 2026 from CCJPA
- Agenda Notice & Materials + Slide deck | CCJPA Board of Directors Meeting - Wednesday, September 16, 2026 from CCJPA
- Revised Agenda Packet | CCJPA Board of Directors Meeting - Wednesday, September 16, 2026 from CCJPA

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**

**From:** Mimi Kyi
**Sent:** Wednesday, September 9, 2026 2:38 PM
**To:** Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright; bhoudesheldt; Ken.Broadway; Suzannejones; rdickinson; rbrewer; cmaple; SupervisorKennedy; Melissa Lee; Sudhanshu Jain; Linda Sell; sbird; sbird_fordixoncitycouncil sbird_dixonpd; Steve Bird; ahernandez; rvaccar; JChapman; lucas.frerichs; lucasf; mayra.vega
**Cc:** Robert Franklin; Byron Toma; dmelko; mclick; aadams; rbrandt; Gonzalez-Estay, Manolo R; Greene, Beverly; sperson; kgregana; rguerrero; abernstein; bvaughanbechtold; Robert Franklin; Jennifer Halpern; Sandra Schrimshe; Mag Tatum; Jeana Zelan Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Nicole Granados; SSabol; tlsmith; gkirbyson; DValdezJones; rkbrown; ecragin; mogaveror; aescobar; mle; mcasorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; jmasiclat; lruiz; vjaimes; cgagnon; Tara.Thronson; emily.ault; michaelspelis; fudvarhely; estherbeavers; sernst; CCJPA Staff; Angie West; Faoud Karim; Arjimy Quinsay; Iqraam Nabi
**Subject:** [EXTERNAL] Agenda & Notice | CCJPA Board of Directors Meeting - Wednesday, September 16, 2026 ***Please Note That Board Meeting Starts at 9:00AM***
**Importance:** High



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CCJPA Board of Directors,

Please find attached the agenda/notice for the **CCJPA Board of Directors Meeting** on **Wednesday, September 16, 2026, at 9:00am**. You may also download the agenda at https://www.capitolcorridor.org/ccjpa-board/.

****Important Note:** In accordance with the traditional teleconference Brown Act requirements, **Board members who will participate in the Board meeting at a teleconference location**, please print and post all pages of the Board Meeting Agenda & Notice at your remote/teleconference location **AT LEAST 72 hours (by 10:00am on Friday, September 11, 2026) in advance of the scheduled meeting**.

Board Members who have confirmed their attendance and location:

| Director | Location<br>*In Person - STA Board Room (Main Location)<br>***Teleconference* |
|---|---|
| San Francisco Bay Area Rapid Transit District (BART) | 5 |
| Mark Foley | ***BART Headquarters / CCJPA Offices* |
| Melissa Hernandez, *Vice Chair* | ***Scott Haggerty Heritage House* |
| Robert Raburn | *In Person |
| Matthew Rinn | *In Person |
| Edward Wright | ***BART Headquarters / CCJPA Offices* |
| | |
| Placer County Transportation Planning Agency (PCTPA) | 2 |
| Bruce Houdesheldt, Chair | *In Person |
| Ken Broadway | ***Additional Teleconference Location* |
| | |
| Sacramento Regional Transit District (SACRT) | 2 |
| Rod Brewer | *In Person |
| Roger Dickinson | *In Person |
| | |
| Santa Clara Valley Transportation Authority (VTA) | 1 |
| Linda Sell | ***Valley Transportation Authority (VTA) Offices* |
| | |
| Solano Transportation Authority (STA) | 2 |
| Steve Bird | *In Person |
| Alma Hernandez | *In Person |
| | |
| Yolo County Transportation District (Yolobus) | 2 |
| Josh Chapman | *In Person |
| Lucas Frerichs | *In Person |
| | |
| **Total Voting Directors Confirmed for Sept 16, 2026** | **14** |

Thank you!

Mimi Kyi | Executive Assistant

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

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

**CAPITOL CORRIDOR JOINT POWERS AUTHORITY**
**MEETING OF THE BOARD OF DIRECTORS**
**Wednesday, September 16, 2026 | 9:00 a.m.**

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

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

- **In person** in the Solano Transportation Authority Board Room located at 423 Main Street, 1st Floor, Suisun City, CA 94585 *or* any of the teleconference locations listed below; *or*

- **Via telephone** by calling 1-833-548-0282 (Toll Free) and entering access code **898 8981 1506**; *or*

- **Via Zoom** by logging into Zoom.com and entering access code **898 8981 1506**; *or*

- **Via Zoom** by typing the Zoom link https://us06web.zoom.us/j/89889811506 into your web browser.

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

| | |
|---|---|
| BART Headquarters / CCJPA Offices<br>2150 Webster St., Oakland, CA 94612<br>1st Floor – Bid Room 161 | Valley Transportation Authority (VTA) Offices<br>3331 North First Street, San Jose, CA 95134<br>Building B, Room B-164 |
| Scott Haggerty Heritage House<br>4501 Pleasanton Ave., Pleasanton, CA 94566<br>Front Conference Room | Additional Teleconference Location<br>2004 Denton Ct, Rocklin, CA 95765 |

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

**Public comments may be submitted via the following methods:**

1. **Written** comments:
    - Send via email to ccjpaboard@capitolcorridor.org.
    - Indicate "Public Comment" as the subject line.
    - Please submit your comments as far in advance as possible. Emailed comments received by 3:00 pm on Tuesday, September 15th 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 **898 8981 1506**, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; *or*
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   - Join the Board meeting via the Zoom link https://us06web.zoom.us/j/89889811506 and use the raise hand feature.

**AGENDA**

I. Call to Order

II. Roll Call and Pledge of Allegiance *(Est. Time: 5 minutes)*

III. Closed Session

1. Conference with Legal Counsel – Existing Litigation
   Name of case: Union Pacific Corp. and Union Pacific Railroad Co. – Control – Norfolk Southern Corp. and Norfolk Southern Co.
   Case number: Surface Transportation Board Docket No. FD 36873
   Government Code Section: 54956.9(d)(1)

IV. Open Session

1. Announcement from Closed Session, if any

V. Report of the Chair (*Est. Time: 5 minutes*)

VI. Consent Calendar *(Est. Time: 5 minutes)* — *Action*

1. Approve Minutes of the June 17, 2026 Meeting
2. Approve 2027 Board of Directors Meeting Schedule
3. Authorize Cooperative Agreement with the State of California Department of Transportation for the Phase 1 Fare Reduction Program Under the Yolo 80 Corridor Improvements Project Vehicle Miles Travelled (VMT) Mitigation
4. Authorize Five-Year Station Electronic Bicycle Lockers **(**eLockers) Operations and Maintenance (O&M) Agreement
5. Authorize Amendments to Union Pacific Railroad (UPRR) Agreements for Preliminary Engineering Services for Agnew Siding, Preliminary Engineering Services for Davis Crossover, Design Review Services for Sacramento Roseville Third Track, and Preliminary Engineering Services for Santa Clara Crossover
6. Authorize Union Pacific Railroad (UPRR) Agreements for the Berkeley Station Track Renewal Project, Martinez Subdivision Undercutting Project, and Fairfield Culvert Replacement Project
7. Authorize Amendment to the 2021 Master Services Agreement with HDR for On-Call Planning, System Operations, and Engineering Services for the for Sacramento-Roseville Third Main Track National Environmental Policy Act (NEPA) Process
8. Authorize Amendment to Legal Services Agreement with Kaplan Kirsch & Rockwell
9. Approve State Rail Assistance Discretionary Funding for Agnew Siding and Davis Crossover Projects

VII. Action and Discussion Items

1. Operations Update and Adopt CCJPA Fiscal Year 2026-27 Budget *(Est. Time: 15 minutes)* — *Action*
2. Authorize Master Services Agreements for On-Call Planning, System Operations, and Engineering Professional Services with Up to Three Consulting Firms *(Est. Time: 10 minutes)* — *Action*

3. Legislation and Funding Update – State and Federal *(Est. Time: 10 minutes)* *Action*
4. CCJPA Capital Project Update *(Est. Time: 20 minutes)*
    a. Vision Plan Midpoint Check *Info*
    b. CCJPA Capital Project Portfolio *Info*
5. Managing Director's Report (including Program and Project Updates) *(Est. Time: 15 minutes)* *Info*

VIII. Board Director Reports *(Est. Time: 5 minutes)*

IX. Public Comments *(Est. Time: 10 minutes)*

X. Adjournment. Next Meeting Date: 10:00 a.m., November 18, 2026 – San Francisco Bay Area Rapid Transit (BART) Board Room in Oakland, CA

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.

**From:** Mimi Kyi
**Sent:** Friday, September 11, 2026 9:31 AM
**To:**Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright;
bhoudesheldt; Ken.Broadway; Suzannejones; rdickinson;
rbrewer; cmaple; SupervisorKennedy; Melissa Lee; Sudhanshu Jain; Linda Sell;
sbird; sbird_fordixoncitycouncil sbird_dixonpd; Steve Bird; ahernandez; rvaccar; JChapman; lucas.frerichs; lucasf; mayra.vega
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Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Nicole Granados; SSabol; tlsmith; gkirbyson; DValdezJones; rkbrown;
ecragin; mogaveror; aescobar; mle; mcasorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; jmasiclat; lruiz; vjaimes; cgagnon;
Tara.Thronson; emily.ault; michaelspelis; fudvarhely;
estherbeavers; sernst; CCJPA Staff; Angie West; Faoud Karim; Arjimy Quinsay; Iqraam Nabi
**Subject:** [EXTERNAL] Agenda Notice & Materials + Slide Deck | CCJPA Board of Directors Meeting - Wednesday, September 16, 2026 ***Please Note: Board Meeting Starts at 9:00AM***
**Importance:** High

**CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!**

CCJPA Board of Directors,

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| Director | Location<br>*In Person - STA Board Room (Main Location)<br>***Teleconference* |
|---|---|
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| Roger Dickinson | *In Person |
| | |
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| Linda Sell | ***Valley Transportation Authority (VTA) Offices* |
| | |
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| Alma Hernandez | *In Person |
| | |
| Yolo County Transportation District (Yolobus) | 2 |
| Josh Chapman | *In Person |
| Lucas Frerichs | *In Person |
| | |
| **Total Voting Directors Confirmed for Sept 16, 2026** | **14** |

Thank you!

Mimi Kyi | Executive Assistant
Capitol Corridor Joint Powers Authority | 2150 Webster St, 3rd Floor, Oakland, CA 94612
Mobile: (510) 506-9540 | Email: mimik@capitolcorridor.org

**CAPITOL CORRIDOR JOINT POWERS AUTHORITY**
**MEETING OF THE BOARD OF DIRECTORS**
**Wednesday, September 16, 2026 | 9:00 a.m.**

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**<u>AGENDA</u>**

I. Call to Order

II. Roll Call and Pledge of Allegiance *(Est. Time: 5 minutes)*

III. Closed Session

1. Conference with Legal Counsel – Existing Litigation
   Name of case: Union Pacific Corp. and Union Pacific Railroad Co. – Control – Norfolk Southern Corp. and Norfolk Southern Co.
   Case number: Surface Transportation Board Docket No. FD 36873
   Government Code Section: 54956.9(d)(1)

IV. Open Session

1. Announcement from Closed Session, if any

V. Report of the Chair (*Est. Time: 5 minutes*)

VI. Consent Calendar *(Est. Time: 5 minutes)* *Action*

1. Approve Minutes of the June 17, 2026 Meeting
2. Approve 2027 Board of Directors Meeting Schedule
3. Authorize Cooperative Agreement with the State of California Department of Transportation for the Phase 1 Fare Reduction Program Under the Yolo 80 Corridor Improvements Project Vehicle Miles Travelled (VMT) Mitigation
4. Authorize Five-Year Station Electronic Bicycle Lockers (eLockers) Operations and Maintenance (O&M) Agreement
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6. Authorize Union Pacific Railroad (UPRR) Agreements for the Berkeley Station Track Renewal Project, Martinez Subdivision Undercutting Project, and Fairfield Culvert Replacement Project
7. Authorize Amendment to the 2021 Master Services Agreement with HDR for On-Call Planning, System Operations, and Engineering Services for the Sacramento-Roseville Third Main Track National Environmental Policy Act (NEPA) Process
8. Authorize Amendment to Legal Services Agreement with Kaplan Kirsch & Rockwell
9. Approve State Rail Assistance Discretionary Funding for Agnew Siding and Davis Crossover Projects

VII. Action and Discussion Items

1. Adopt CCJPA Fiscal Year 2026-27 Budget *(Est. Time: 15 minutes)* *Action*
2. Authorize Master Services Agreements for On-Call Planning, System Operations, and Engineering Professional Services with Up to Three Consulting Firms *(Est. Time: 10 minutes)* *Action*

3. Legislation and Funding Update – State and Federal *(Est. Time: 10 minutes)* *Action*
4. CCJPA Capital Project Update *(Est. Time: 20 minutes)*
    a. Vision Plan Midpoint Check *Info*
    b. CCJPA Capital Project Portfolio *Info*
5. Managing Director's Report (including Program and Project Updates) *(Est. Time: 15 minutes)* *Info*

VIII. Board Director Reports *(Est. Time: 5 minutes)*

IX. Public Comments *(Est. Time: 10 minutes)*

X. Adjournment. Next Meeting Date: 10:00 a.m., November 18, 2026 – San Francisco Bay Area Rapid Transit (BART) Board Room in Oakland, CA

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**Capitol Corridor Joint Powers Authority**

2150 Webster Street, P. O. Box 12688, Oakland, CA 94612-2688

# BOARD OF DIRECTORS
# DRAFT MINUTES OF THE 149th MEETING (REGULAR)
# WEDNESDAY, JUNE 17, 2026

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

## MEETING DESCRIPTION

The 149th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held in person at 10:00 a.m. on Wednesday, June 17, 2026, at BART Headquarters / CCJPA Offices, 2150 Webster St., Oakland, CA 94612, 1st Floor – Board Room, and via simultaneous teleconference at the following locations:

- Valley Transportation Authority (VTA) Offices, 3331 North First Street, Building B, Room B-164, San Jose, CA 95134;
- 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;
- Sacramento City Hall, 915 I Street, 5th Floor, Office of Councilmember Roger Dickinson, Sacramento, CA 95814; and
- Sacramento City Hall, 915 I Street, 5th Floor, Office of Councilmember Caity Maple, Sacramento, CA 95814.

Director Robert Raburn presided until Chair Bruce Houdesheldt arrived during Item V.1 and assumed the chair; Robert Franklin served as Recording Secretary.

## I. CALL TO ORDER

Chair Raburn called the meeting to order at 10:10 a.m.

## II. ROLL CALL AND PLEDGE OF ALLEGIANCE

Directors Present at the BART Headquarters / CCJPA Offices, in Oakland:
Chair Bruce Houdesheldt (arrival at 10:31 a.m.); Robert Raburn; Mark Foley; Edward Wright; Matthew Rinn; Ken Broadway (arrival at 10:28 a.m.); Sudhanshu Jain.

Directors Present via Teleconference in Sacramento:
Roger Dickinson; Caity Maple (alternate for Director Brewer).

Directors Present via Teleconference in San Jose:
Linda Sell.

Directors Present via Teleconference in Yolo County:
Lucas Frerichs.

Directors Absent:
Melissa Hernandez; Alma Hernandez; Steve Bird; Rod Brewer; Josh Chapman; and Janice Li.

Director Raburn led the Pledge of Allegiance.

## III. REPORT OF THE CHAIR

Director Raburn opened the meeting by reviewing meeting procedures and outlining the public comment process for both in-person and teleconference participants.

## IV. CONSENT CALENDAR

Director Raburn brought the following Consent Calendar items before the Board:

1. Approve Minutes of the April 15, 2026 Meeting.
2. Authorize Transit Service Agreement with El Dorado County Transit Authority and City of Lake Tahoe for the El Dorado Transit Bus Purchase.
3. Authorize Construction Agreement for Agnew Siding Utilities Relocation Construction Project.

Public Comment
No public comments were received.

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

1. The Minutes of the April 15, 2026 meeting were approved.
2. Resolution No. 26-10, In the Matter of Authorizing the Transit Service Agreement with El Dorado Transit and the City of South Lake Tahoe for the El Dorado Transit Bus Purchase, was adopted. *(9-0)*
3. Resolution No. 26-11, In the Matter of Authorizing Delegation of Authority for the Executive Director to Award the Agnew Siding Utility Relocation Contract Timely Following Bid Openings, was adopted. *(9-0)*

*Vote Summary:*
*Moved / Seconded: Director Jain/Director Rinn*
*Aye: (9) Dickinson, Foley, Frerichs, Jain, Raburn, Rinn, Sell, Wright, Maple (alt.)*
*No: (0)*
*Abstain: (0)*
*Result: (9-0) motion carried by unanimous roll call vote.*

## V. ACTION AND DISCUSSION ITEMS

1. Authorize Agreements with California High Speed Rail Authority (CHSRA) for National Environmental Policy Act (NEPA) Lead Agency Services for the Sacramento to Roseville Third Track and South Bay Connect Projects. (Resolution No. 26-12)

   Presented by Jim Allison, Senior Manager of Planning, with introductory and supplemental comments by Managing Director Robert Padgette.

   Public Comment

   Roland Lebrun addressed the Board.

   Discussion

   The item was discussed by Board members and staff.

Action

Upon motion by Director Raburn and second by Director Dickinson, Resolution No. 26-12, In the Matter of Authorizing Two Interagency Agreements with the California High Speed Rail Authority for National Environmental Policy Act Lead Agency Services for the Sacramento to Roseville Third Main Track and South Bay Connect Projects, was adopted. *(11-0)*

*Vote Summary:*
*Moved / Seconded: Director Raburn / Director Dickinson*
*Aye: (11) Houdesheldt, Broadway, Dickinson, Foley, Frerichs, Jain, Raburn, Rinn, Sell, Wright, Maple (alt.)*
*No: (0)*
*Abstain: (0)*
*Result: (11-0), motion carried by unanimous roll call vote.*

Chair Houdesheldt entered the meeting at 10:31 a.m.

2. Caltrans Fleet Plan.
Presented by Kyle Gradinger, Chief, Caltrans Division of Rail and Mass Transportation.

Public Comment

Roland Lebrun and Justin Penman 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.

3. CCJPA Capital Project Update.
a. Tap2Ride Update
b. CCJPA Capital Project Portfolio

Presented by Rob Padgette, Managing Director, and Stuart Bishop, Project Manager for the Tap2Ride program.

Public Comment

No public comments were received.

Discussion

The item was discussed by Board members and staff.

Action

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

4. Legislation and Funding Update – State and Federal.

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

   Public Comment

   No public comments were received.

   Discussion

   The item was discussed by Board members and staff.

   Action

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

5. Managing Director's Report.
   Rob Padgette, Managing Director, provided the Board with an update.

   Public Comment

   No public comments were received.

   Discussion

   The item was discussed by Board members and staff.

   Action

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

## VI. BOARD DIRECTOR REPORTS

Chair Houdesheldt called for Board Member reports. Director Raburn and Director Jain provided reports.

## VII. PUBLIC COMMENTS

No public comments were received.

## VIII. ADJOURNMENT

The meeting adjourned at 11:52 a.m. Next Meeting Date: 10:00 a.m., September 16, 2026 – Solano Transportation Authority Board Room in Suisun City, CA.

**Item VI.2 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **2027 CCJPA Board of Directors Meeting Schedule**

**PURPOSE**
For the CCJPA Board to adopt the Capitol Corridor Joint Powers Authority Board of Directors' meeting schedule during Calendar Year 2027.

**BACKGROUND**
Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2027. Given the change in the approach to allow for remote participation by the public and the resulting technical requirements that come with such an approach, the proposed schedule alternates between two locations that offer a high level of technical support. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

| Date | Time | Location |
|---|---|---|
| February 17, 2027 | 10:00 am | Oakland, BART Headquarters |
| April 21, 2027 | 10:00 am | Suisun, Solano Transportation Authority |
| June 16, 2027 | 10:00 am | Oakland, BART Headquarters |
| September 15, 2027 | 10:00 am | Suisun, Solano Transportation Authority |
| November 17, 2027 | 10:00 am | Oakland, BART Headquarters |

**RECOMMENDATION**
It is recommended that the CCJPA Board adopt the 2027 Capitol Corridor Joint Powers Authority Board of Directors meeting schedule.

Motion: The CCJPA Board adopts the attached meeting schedule.

# 2027 CCJPA Board of Directors Meeting Schedule

## -DRAFT-

| Date | Time | Location |
|---|---|---|
| February 17, 2027 | 10:00 am | Oakland, BART Headquarters |
| April 21, 2027 | 10:00 am | Suisun, Solano Transportation Authority |
| June 16, 2027 | 10:00 am | Oakland, BART Headquarters |
| September 15, 2027 | 10:00 am | Suisun, Solano Transportation Authority |
| November 17, 2027 | 10:00 am | Oakland, BART Headquarters |

**ADOPTED:** ______________________________
**CCJPA BOARD OF DIRECTORS**

**Item VI.3 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Cooperative Agreement with the State of California Department of Transportation for the Phase 1 Fare Reduction Program Under the Yolo 80 Corridor Improvements Project Vehicle Miles Travelled (VMT) Mitigation**

**PURPOSE**

For the CCJPA Board to authorize a Cooperative Agreement with the State of California Department of Transportation (Caltrans) for the Phase 1 Fare Reduction Program with negotiated terms of the Caltrans District 3 (D3) Yolo Interstate 80 vehicle miles traveled (VMT) mitigation fare reduction program, which has been refined since the Board's initial approval in September 2025.

**BACKGROUND**

In adoption of Resolution 24-4 in February 2024, the CCJPA Board previously approved the CCJPA to participate in a program to mitigate vehicle miles traveled (VMT) for the implementation of Caltrans' planned Interstate 80 Managed Lane Project. At that time, the funding levels were not yet determined, and several mitigation options were possible. In September 2025, under Resolution 25-25, the CCJPA Board approved a funding agreement with Caltrans for $10,000,000 to develop a fare reduction program to achieve a 12.6M VMT reduction associated with the I-80 Managed Lane Project, applicable to trips crossing the Yolo Causeway between Sacramento and Davis, with complementary fare adjustments at neighboring "affected" stations to avoid an inconsistent fare structure in which a longer-distance trip could end up costing less than a shorter-distance trip.

Since that approval, CCJPA and Caltrans D3 have negotiated the program's funding level, fare reduction range, duration, and VMT target, as detailed below. Today, we are requesting the CCJPA Board's authorization of the negotiated Cooperative Agreement with Caltrans for the Phase 1 Fare Reduction Program.

*Updated Program Terms and Performance Criteria*

Caltrans will fund CCJPA's Phase 1 Fare Reduction Program to mitigate increased VMT from the Yolo 80 Corridor Improvement Project under the proposed negotiated terms and performance criteria detailed in the third column of the table below.

| Funding Agreement Terms & Performance Criteria | Initial–<br>Sept 2025 | Proposed Negotiated–<br>Sept 2026 |
|---|---|---|
| **Funding Amount** | $10,000,000 | $9,000,000 |
| **Fare Reduction** | Estimated 20% to 25% | 8% to 15% |
| **Program Duration** | Estimated 2 – 2.5 years | 3 years, 7 months |
| **VMT Reduction Target** | 12.6M cumulative total | 2.92M per year |

Relative to the funding and mitigation parameters presented to the Board in September 2025, this represents a reduced funding amount ($9M vs. up to $10M), a defined fare reduction range (8%–15%) in place of the previously estimated 20–25% reduction, and a fixed 3-year, 7-month performance period against an annual VMT target rather than an open-ended cumulative target. Staff will continue to structure the fare reduction across applicable ticketing products and "affected" neighboring stations to avoid an inconsistent fare structure, consistent with the approach described in the original September 2025 memo, and will report back to the Board as Phase 1 is implemented and whether a subsequent phase is contemplated.

The funding will be provided to CCJPA in one advance lump-sum payment shortly after the Cooperative Agreement is executed and will be used to support fare subsidies, administrative expenses, and marketing efforts. Under this program, CCJPA will be required to submit biannual monitoring reports to track program performance and specifically progress toward achieving the annual 2.92M VMT reduction target. In the event that the VMT reduction target is not met, CCJPA may reinvest the agreed-upon funding amount in alternative mitigation measures subject to prior written approval by Caltrans. It is expected that CCJPA will utilize one hundred percent of the funds provided by Caltrans for the successful completion of the Phase 1 Fare Reduction Program; however, after CCJPA completes its accounting of costs, any amount of Caltrans funding remaining after actual costs have been deducted must be promptly refunded to Caltrans.

**RECOMMENDATION**

It is recommended that the CCJPA Board approve acceptance of $9,000,000 in Caltrans D3 Yolo Interstate 80 mitigation funding for the Phase 1 Fare Reduction Program under the negotiated terms and performance criteria above and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements, pending legal review and approval as to form by CCJPA General Counsel, for the implementation of the program.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving Updated Terms for the Caltrans District 3 Yolo Interstate 80 Mitigation Phase 1 Fare Reduction Program/

Resolution No. 26-13

**WHEREAS,** representatives from the State of California Department of Transportation (Caltrans) District 3 (D3) approached Capitol Corridor Joint Powers Authority (CCJPA) staff concerning the ability to utilize Capitol Corridor Intercity Passenger Rail service to reduce vehicle miles traveled (VMT) and associated air quality impacts for their planned Interstate 80 Managed Lane Project;

**WHEREAS,** by Resolution 24-4 and by action of the CCJPA Board in February 2024, the CCJPA was authorized to participate in the Caltrans District 3 vehicle miles traveled (VMT) mitigation program for the D3 Interstate 80 Managed Lane Project and to receive mitigation funding for implementation of a fare reduction program; and

**WHEREAS,** under Resolution 25-25, the CCJPA Board approved a funding agreement with Caltrans for $10,000,000 to develop a fare reduction program to achieve a 12.6M VMT reduction associated with the I-80 Managed Lane Project, applicable to trips crossing the Yolo Causeway between Sacramento and Davis; and

**WHEREAS**, CCJPA and Caltrans D3 have since negotiated the terms of the Phase 1 Fare Reduction Program, under which Caltrans will provide $9,000,000 in funding for a fare reduction of 8% to 15% on trips crossing the Yolo Bypass, over a program duration of three (3) years and seven (7) months, targeting an annual VMT reduction of 2.92M; and

**RESOLVED**, that the CCJPA Board approves the proposed negotiated terms of the Phase 1 Fare Reduction Program as described above, superseding the preliminary funding and performance estimates presented in September 2025; and

**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 and agreements, pending legal review and approval as to form by the CCJPA Office of General Counsel, for the implementation of the Phase 1 Fare Reduction Program.

# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.4 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Five-Year Station Electronic Bicycle Lockers (eLockers) Operations and Maintenance (O&M) Agreement**

**PURPOSE**

For the CCJPA Board to authorize a sole-source agreement with eLock Technologies for the continued operations and maintenance of BikeLink eLockers at Capitol Corridor stations, for a five-year term beginning January 1, 2027, and ending December 31, 2032, in an amount not to exceed $125,000.

**BACKGROUND**

Capitol Corridor has offered secure, on-demand eLockers as a station amenity since 2017, giving riders who bike (or use their scooter) to the station a way to store their equipment safely at the station rather than carry it aboard the train. The eLockers are accessed and managed through BikeLink, a proprietary reservation, access-control, and payment platform that allows customers to rent a locker by the trip, day, or longer term using a smartcard, key fob, or mobile app, and that gives CCJPA staff real-time visibility into locker availability, usage, and maintenance needs across the corridor.

eLock Technologies is the developer and owner of the BikeLink platform and the sole provider of the operations, maintenance, and software support services needed to keep the eLocker network functioning — including remote system monitoring, locker firmware and payment-system updates, customer account and access support, and field maintenance of the locker hardware installed at Capitol Corridor stations. CCJPA has relied on eLock Technologies for this support since the lockers were first installed, and the current agreement covering these services is approaching the end of its term.

Secure bicycle and scooter parking is an important amenity for Capitol Corridor customers who use active transportation and micromobility to complete the first and last mile of their trip. Without a secure, weatherproof place to leave a bike or scooter at the station, many riders bring their equipment onto the train, taking up space in the passenger cars and bike storage areas that could otherwise be used for additional seating, luggage, or other bikes. Well-maintained eLockers give customers confidence that their bike or scooter will be safe and dry while they are away, which in turn reduces demand for onboard storage capacity and helps make the boarding and de-boarding process smoother for all passengers.

Continued investment in the eLocker program supports CCJPA's broader goals of encouraging sustainable connections to and from its stations and improving the overall customer experience. Discontinuing operations and maintenance support would leave the existing lockers unusable, eliminating a station amenity that a portion of Capitol Corridor's ridership depends on and shifting that storage burden back onto the trains.

The BikeLink software platform that operates eLockers is proprietary to eLock Technologies. No other vendor has access to, or the ability to operate, maintain, or update, the BikeLink system that controls the existing locker hardware at Capitol Corridor stations. Because the operations and maintenance services required are inseparable from the proprietary software and hardware already deployed, staff has determined that eLock Technologies is the only qualified provider of these services and that a competitive procurement process is not practicable. Staff therefore requests Board authorization to proceed with this agreement as a sole-source procurement, consistent with CCJPA's procurement policy provisions governing sole-source awards.

**RECOMMENDATION**

It is recommended that the CCJPA Board authorize a sole-source agreement with eLock Technologies for an amount not to exceed $125,000, for the operations and maintenance of BikeLink eLockers at Capitol Corridor stations, for the term January 1, 2027 through December 31, 2032.

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 eLock Technologies For Operations and Maintenance of Station eLockers/ Resolution No. 26-14

**WHEREAS,** the Capitol Corridor Joint Powers Authority ("CCJPA") offers secure, electronic bicycle lockers ("eLockers") as a station amenity to support customers who bike or take their scooters to Capitol Corridor stations; and

**WHEREAS,** the eLockers are operated through BikeLink, a proprietary reservation, access-control, and payment platform owned by eLock Technologies, which allows customers to securely store bicycles and scooters at the station rather than carry them aboard the train; and

**WHEREAS**, continued availability of secure bicycle and scooter parking at Capitol Corridor stations reduces demand for onboard bicycle and scooter storage, supports customer connections to and from stations, and enhances the overall customer experience; and

**WHEREAS**, eLock Technologies is the developer and sole owner of the proprietary BikeLink software platform, and no other vendor has the ability to provide the operations, maintenance, and software support services required to keep the existing eLocker network functioning; and

**WHEREAS**, CCJPA staff has determined that a competitive procurement process is not practicable because the required services are inseparable from the proprietary BikeLink platform already deployed at Capitol Corridor stations, and that this procurement qualifies as a sole-source award consistent with CCJPA's procurement policy; and

**WHEREAS**, sufficient funding for this agreement is anticipated to be included in CCJPA's applicable operating budget(s) for the corresponding fiscal years; and therefore be it

**RESOLVED,** that the Board finds that eLock Technologies is the sole source provider capable of performing the operations and maintenance services required for the BikeLink-operated eLockers at Capitol Corridor stations, and that a competitive procurement process for these services is not practicable; and

**BE IT FURTHER RESOLVED,** that the Board authorizes a sole-source agreement with eLock Technologies for the operations and maintenance of the eLockers at Capitol Corridor stations, for a five-year term beginning January 1, 2027, and ending December 31, 2032, in an amount not to exceed $124,250; and

**BE IT FURTHER RESOLVED,** that the CCJPA Executive Director, or their designee, is authorized to take any and all actions, and to execute any and all agreements, necessary to carry out the intent of this Resolution.

# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | ____________________<br>**Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.5 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Amendments to Union Pacific Railroad (UPRR) Agreements for Preliminary Engineering Services for Agnew Siding, Preliminary Engineering Services for Davis Crossover, Design Review Services for Sacramento Roseville Third Track, and Preliminary Engineering Services for Santa Clara Crossover**

**PURPOSE**

For the CCJPA Board to authorize amendments to multiple agreements with Union Pacific Railroad (UPRR) to extend, or in some cases add, termination dates for agreements related to Agnew Siding, Davis Crossover, Sacramento-Roseville Third Track, and Santa Clara Crossover projects.

**BACKGROUND**

The Capitol Corridor Joint Powers Authority (CCJPA) has entered into agreements with Union Pacific Railroad (UPRR) for services associated with several Capitol Corridor infrastructure projects. These agreements include UPRR design review services for the Sacramento-Roseville Third Track Project; preliminary engineering services for the Agnew Siding Project; preliminary engineering services for the Davis Crossovers Project; and preliminary engineering services for the Santa Clara Crossover Project.

The agreements support UPRR design review and engineering activities necessary to advance these projects within the UPRR-owned rail corridor. As the owner of the rail corridor used by Capitol Corridor trains, UPRR reserves the exclusive right to review and approve improvements proposed for its property. The proposed amendments will not increase the authorized funding amounts for any of the following agreements.

**Agnew Siding Preliminary Engineering Services Agreement**

The Agnew Siding Project agreement was previously authorized by the CCJPA Board through Resolution 19-8, which accepted State Rail Assistance funding and authorized a budget for the Agnew Siding Project. Under this agreement, UPRR performs preliminary engineering services for a proposed new siding near Milepost 41 on the Coast Subdivision, including field inspections, design review, and preparation of UPRR work estimates. CCJPA staff proposes extending the agreement to April 30, 2030, to allow UPRR to continue providing the necessary design review and engineering services.

**Davis Crossovers Preliminary Engineering Services Agreement**
The Davis Crossovers Project agreement was previously authorized through Resolution 19-30 and supports the upgrade of existing crossovers near the Davis Depot, with CCJPA managing the track design and UPRR providing engineering review and railroad-related services. CCJPA staff propose extending the agreement to December 31, 2032, to allow UPRR sufficient time to complete the necessary engineering and design review.

**Sacramento-Roseville Third Track Design Review Services Agreement**
The Sacramento-Roseville Third Track Project agreement with UPRR, previously authorized through Resolution 16-15, provides engineering design and coordination support to advance the project. The agreement allows UPRR to perform eligible engineering and coordination activities, including signal design, utility and right-of-way coordination, plan review, project administration, and meeting support. CCJPA staff propose extending the agreement to July 31, 2036, to allow UPRR sufficient time to complete the necessary engineering and design review.

**Santa Clara Crossover Preliminary Engineering Services Agreement**
The Santa Clara Crossover Project agreement with UPRR was previously authorized through Resolution No. 22-27 and allows UPRR to perform preliminary engineering services for a proposed new crossover near Milepost 44 on the Coast Subdivision, including field inspections, design review, and preparation of UPRR work estimates. CCJPA staff propose extending the agreement to April 30, 2030, to allow UPRR to complete the necessary engineering and prepare for construction.

**RECOMMENDATION**
It is recommended that the CCJPA Board approve amendments to the UPRR agreements for the Agnew Siding, Davis Crossover, Sacramento-Roseville Third Track, and Santa Clara Crossover projects to extend or establish end dates as follows:

- Agnew Siding Preliminary Engineering Agreement: Extend end date to April 30, 2030.;
- Davis Crossovers Preliminary Engineering Agreement: Establish/extend end date to December 31, 2032;
- Sacramento-Roseville Third Track Design Review Agreement: Extend end date to July 31, 2036; and
- Santa Clara Crossover Preliminary Engineering: Establish/extend end date to April 30, 2030.

It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Projects.

<u>Motion</u>: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Amendments to Agreements with Union Pacific Railroad (UPRR) to Extend or Establish End Dates for Sacramento-Roseville Third Track, Agnew Siding, Davis Crossover, and Santa Clara Crossover Projects/

Resolution No. 26-15

**WHEREAS,** the Capitol Corridor Joint Powers Authority (CCJPA) has entered into agreements with Union Pacific Railroad (UPRR) for services associated with the Sacramento-Roseville Third Track, Agnew Siding, Davis Crossover, and Santa Clara Crossover projects; 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 Board previously authorized funding and agreements associated with the Sacramento-Roseville Third Track Project through Resolution 16-15; and

**WHEREAS,** the CCJPA Board previously authorized a budget and agreements for Santa Clara Crossover design review through Resolution No. 22-14; and

**WHEREAS,** the CCJPA Board previously accepted State Rail Assistance funding and authorized a budget and agreements for the Agnew Siding Project through Resolution 19-8; and

**WHEREAS,** the CCJPA Board previously authorized a budget and associated agreements for Davis Crossover preliminary engineering through resolution 19-30; and

**WHEREAS,** amendments to the existing agreements are necessary to extend, or in some cases establish, end dates to allow UPRR to continue providing the necessary design review and preliminary engineering services for the Projects and will not increase the authorized funding amount; and therefore be it

**RESOLVED**, that the CCJPA Board does hereby authorize amendments to the UPRR agreements for the Sacramento-Roseville Third Track, Agnew Siding, and Santa Clara Crossover projects to extend or establish the agreement end dates as follows:

- Agnew Siding Preliminary Engineering Agreement: Extend end date to April 30, 2030;
- Davis Crossovers Preliminary Engineering Agreement: Extend end date to December 31, 2032;
- Sacramento-Roseville Third Track Design Review Agreement: Extend end date to July 31, 2036; and
- Santa Clara Crossover Preliminary Engineering: Establish/extend end date to April 30, 2030.

**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.

# # #

<table>
<tr><td>ACTION: DATE:</td><td>ATTEST:</td></tr>
<tr><td>Ayes:</td><td rowspan="3"><br>_______________________<br>Robert Franklin<br>Secretary</td></tr>
<tr><td>Noes:</td></tr>
<tr><td>Abstain:</td></tr>
</table>

**Item VI.6 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Union Pacific Railroad (UPRR) Agreements for the Berkeley Station Track Renewal Project, Martinez Subdivision Undercutting Project, and Fairfield Culvert Replacement Project**

**PURPOSE**

For the CCJPA Board to approve three agreements with Union Pacific Railroad (UPRR) for the Berkeley Station Track Renewal, Martinez Subdivision Roadbed Stabilization, and Fairfield Culvert Replacement Projects.

**BACKGROUND**

The Capitol Corridor Joint Powers Authority (CCJPA) staff, in partnership with the Union Pacific Railroad (UPRR), has identified three projects to address track and infrastructure conditions along the Capitol Corridor route. The projects include Berkeley Station Track Renewal, Martinez Subdivision Roadbed Stabilization, and Fairfield Culvert Replacement. CCJPA proposes entering into agreements with UPRR to perform the work associated with each Project. UPRR owns the railroad infrastructure used by Capitol Corridor trains and, as such, reserves the exclusive right to perform work on its property.

**Berkeley Station Track Renewal**

The Berkeley Station Track Renewal Project will replace approximately 560 feet of track at the Berkeley Amtrak depot to address deteriorating track conditions. The location is currently subject to a slow order, with the potential for further speed restrictions if conditions continue to deteriorate. The Project will also include removal and reinstallation of pedestrian crossings. The UPRR cost estimate for this agreement is $391,000.

**Martinez Subdivision Roadbed Stabilization**

The Martinez Subdivision Roadbed Stabilization Project will address significant track and ballast deterioration along approximately 3,000 feet of both main tracks between MP 43.43 and MP 44 on the Martinez Subdivision. The project will undercut the track to lower it back to the roadbed, establish a proper center of gravity, improve the condition of the track and adjacent right-of-way, and prepare the location for future stabilization improvements. The UPRR cost estimate for this is $442,800.

**Fairfield Culvert Replacement**
The Fairfield Culvert Replacement Project will replace a failed and leaking culvert at milepost 50.07 on the Martinez subdivision. The deteriorated culvert allows ballast to migrate into the drainage system and could result in future speed restrictions if conditions worsen. The UPRR cost estimate for this agreement is $348,000.

Each of the above proposed agreements include a twenty percent contingency to account for unforeseen costs associated with performing the work. The Projects are expected to be funded with available Minor Capital Improvement Program (MCIP) funding, which is allocated annually by the California State Transportation Agency (CalSTA) under CCJPA's Annual Business Plan process to address railroad infrastructure needs that improve the safety, reliability, and condition of the Capitol Corridor route. Remaining funding needs for these agreements will be supported by available CCJPA Operating Funding Reserves and/or State Railroad Assistance (SRA) funding under the Infrastructure Reliability SRA budget category.

**RECOMMENDATION**
It is recommended that the CCJPA Board approve agreements with Union Pacific Railroad for the Berkeley Station Track Renewal Project in an amount not to exceed $391,000, the Martinez Subdivision Roadbed Stabilization Project in an amount not to exceed $442,800, and the Fairfield Culvert Replacement Project in an amount not to exceed $348,000. It is further recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for implementation of the Projects.

<u>Motion</u>: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Resolution No. 26-16
Authorizing Agreements with Union Pacific Railroad (UPRR) for the Berkeley Station Track Renewal, Martinez Subdivision Roadbed Stabilization, and Fairfield Culvert Replacement Projects/

**WHEREAS**, the Capitol Corridor Joint Powers Authority (CCJPA) staff, in partnership with the Union Pacific Railroad (UPRR), have identified three projects to address track and infrastructure conditions along the Capitol Corridor route; and

**WHEREAS,** the Berkeley Station Track Renewal Project will replace approximately 560 feet of track at the Berkeley Amtrak depot to address fouled ballast, poor tie conditions, and poor track surface conditions; and

**WHEREAS,** the Martinez Subdivision Roadbed Stabilization Project will undercut approximately 3,000 feet of both main tracks between MP 43.43 and MP 44 to address significant ballast loss and track surface issues and improve the condition of the track and adjacent right-of-way; and

**WHEREAS,** the Fairfield Culvert Replacement Project will remove and replace a failed and leaking culvert at MP 50.07 to prevent further ballast loss and deterioration; and

**WHEREAS,** Union Pacific Railroad (UPRR) is the owner of the railroad infrastructure used by Capitol Corridor trains and reserves the exclusive right to perform work on its property and requires agreements to perform the work on UPRR-owned railroad property; and

**WHEREAS,** the Capitol Corridor Joint Powers Authority (CCJPA) utilizes Minor Capital Improvement Program (MCIP) funds to address railroad infrastructure needs that improve the safety, reliability, and condition of the Capitol Corridor route; and

**WHEREAS,** the requested agreement amounts are $391,000 for the Berkeley Station Track Renewal Project, $442,800 for the Martinez Subdivision Roadbed Stabilization Project, and $348,000 for the Fairfield Culvert Replacement Project; and therefore be it

**RESOLVED**, that the CCJPA Board does hereby authorize agreements with Union Pacific Railroad in amounts not to exceed $391,000 for the Berkeley Station Track Renewal Project, $442,800 for the Martinez Subdivision Roadbed Stabilization Project, and $348,000 for the Fairfield Culvert Replacement Project, to be funded with available Minor Capital Improvement Program funds, and if needed, CCJPA Operating Funding Reserves or State Rail Assistance (SRA) funding; and

**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:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.7 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Amendment to the 2021 Master Services Agreement with HDR for On-Call Planning, System Operations, and Engineering Services for the Sacramento-Roseville Third Main Track National Environmental Policy Act (NEPA) Process**

**PURPOSE**

For the CCJPA Board to authorize CCJPA staff to amend the Master Services Agreement (MSA) with HDR for on-call planning, system operations, and engineering services to extend the term applicable to the Sacramento to Roseville Third Main Track (Roseville 3MT) National Environmental Policy Act (NEPA) work directive beyond the MSA's current December 31, 2027 expiration date.

**BACKGROUND**

In February 2020, the CCJPA Board approved Resolution 20-2, authorizing three on-call planning, system operations, and engineering services MSAs, including one with HDR, each at an initial not-to-exceed amount of $3,000,000 with an expiration date of June 30, 2025. In June 2024, the CCJPA Board approved Resolution 24-17, amending the three on-call MSAs, including HDR's, to increase the not-to-exceed capacity to $6,000,000 (after reaching a $2,000,000 threshold) and extending the term to December 31, 2027.

Under the HDR on-call MSA, a work directive was executed for the preparation of NEPA documentation for the Roseville 3MT Project. The Federal Railroad Administration (FRA) originally served as the anticipated federal lead agency for this NEPA review, in connection with a federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant awarded to CCJPA for the Roseville 3MT Project. Under the HDR work directive, progress on the Environmental Assessment (EA) reached approximately 25 percent completion. After CCJPA subsequently determined that it could not accept the FRA CRISI award, the HDR work directive for the Roseville 3MT NEPA was suspended because no federal funding agreement was in place to allow the NEPA process to continue.

Since then, in June 2026, under Resolution 26-12, the CCJPA Board approved an Interagency Agreement with the California High Speed Rail Authority (CHSRA) under which CHSRA serves as the federal NEPA lead agency for the Roseville 3MT Project, allowing the NEPA process for Roseville 3MT to be resumed. CHSRA will direct the NEPA review, and if the CCJPA Board approves the Amendment under this Board Item, HDR will continue developing the EA document, working with CHSRA and CCJPA staff, and building on the work completed prior to the suspension.

Resuming and completing the EA, and ultimately receiving an official NEPA Record of Decision from the CHSRA, will extend beyond the current HDR on-call MSA's term date of December 31, 2027. CCJPA staff currently estimates that it may take approximately two years from the recommencement of the NEPA EA to receive the official NEPA Record of Decision; however, circumstances beyond the CCJPA's control may impact the NEPA completion date for Roseville 3MT.

Today, we are asking for the CCJPA Board's approval to extend the HDR on-call MSA to June 30, 2029.

**RECOMMENDATION**

It is recommended that the CCJPA Board authorize an amendment to the HDR On-Call MSA to extend the term to June 30, 2029, for the continuance of the Roseville 3MT Project NEPA work directive beyond the MSA's current expiration date. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for extending the MSA.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Resolution No. 26-17
Authorizing Amendment to the On-Call Master Services Agreement with HDR to Extend the Term for Sacramento to Roseville Third Main Track National Environmental Policy Act Support/

**WHEREAS**, the CCJPA Board approved Resolution 20-2 in February 2020, authorizing on-call Master Services Agreements (MSAs) with HDR and two other consulting firms for planning, system operations, and engineering services, each with an initial not-to-exceed amount of $3,000,000 and an expiration date of June 30, 2025; and

**WHEREAS**, the CCJPA Board approved Resolution 24-17 in June 2024, amending all three MSAs, including HDR's, to increase the not-to-exceed capacity to $6,000,000 and extend the term to December 31, 2027, with the HDR amendment funding a work directive under which HDR would prepare a National Environmental Policy Act (NEPA) Environmental Assessment for the Sacramento to Roseville Third Main Track (Roseville 3MT) Project; and

**WHEREAS**, work on the Environmental Assessment reached approximately 25 percent completion before the work directive was suspended after CCJPA determined it could not accept the contract terms attached to a Federal Railroad Administration CRISI grant award for the Roseville 3MT Project; and

**WHEREAS**, the CCJPA Board approved an Interagency Agreement with the California High Speed Rail Authority (CHSRA) in June 2026, under which CHSRA serves as the federal NEPA lead agency for the Roseville 3MT Project, resolving the lead-agency question that had left the work directive suspended, with HDR to develop the Environmental Assessment working with CHSRA and CCJPA staff; and

**WHEREAS**, completing the Environmental Assessment will take longer than the HDR MSA's remaining term allows, and the MSA's remaining dollar capacity is sufficient to fund the work directive through completion, such that only the contract's term requires amendment; and

**RESOLVED**, that the CCJPA Board does hereby authorizes an amendment to the on-call Master Services Agreement with HDR to extend the term to June 30, 2029.

**AND BE IT FURTHER RESOLVED**, that the CCJPA forthwith transmit a copy of this resolution to any fund granting authorities who may administer funds that support the work under the HDR MSA.

# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.8 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Amendment to Legal Services Agreement with Kaplan Kirsch & Rockwell (KKR)**

**PURPOSE**

For the CCJPA Board to authorize an amendment to an existing legal services agreement with Kaplan Kirsch & Rockwell (KKR) to increase the not-to-exceed amount from $95,000 to $395,000.

**BACKGROUND**

CCJPA entered into a legal services agreement with KKR to provide representation in a federal administrative proceeding. The agreement was initially established with a not-to-exceed amount of $95,000, which was below the $100,000 threshold requiring CCJPA Board approval.

Additional services are required to continue CCJPA's representation in this matter. Staff therefore recommends increasing the agreement to a total not-to-exceed amount of $395,000. Because the amended agreement will exceed the $100,000 threshold, Board authorization is required for the increase.

Funding for this agreement will be supported by State Rail Assistance (SRA) Cycle 2 funding under the Strategic Operations Enhancement SRA category.

**RECOMMENDATION**

It is recommended that the CCJPA Board authorize an amendment to the legal services agreement with KKR to increase the not-to-exceed amount to a total amount not to exceed $395,000 and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorize Amendment to Legal Services Agreement
with Kaplan Kirsch & Rockwell (KKR)/

Resolution No. 26-18

**WHEREAS**, the Capitol Corridor Joint Powers Authority (CCJPA) entered into a legal services agreement with KKR to provide representation in a federal administrative proceeding; and

**WHEREAS**, the agreement was initially established with a not-to-exceed amount of $95,000, which was below the $100,000 threshold requiring CCJPA Board approval; and

**WHEREAS**, additional services are required for CCJPA's continued representation in the matter, increasing the required contract capacity above the threshold requiring Board approval; and

**WHEREAS**, funding for these services will be supported by State Rail Assistance (SRA) Cycle 2 funding under the Strategic Operations Enhancements SRA category. Therefore, be it

**RESOLVED**, that the CCJPA Board does hereby authorize an amendment to the legal services agreement with KKR to increase the not-to-exceed to a total amount not-to-exceed amount of $395,000; 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 and agreements related to these services.

# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.9 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Approve State Rail Assistance Discretionary Funding for Agnew Siding and Davis Crossover Projects**

**PURPOSE**

For the CCJPA Board to authorize the submittal of grant applications to the California State Transportation Agency (CalSTA) under Cycle 2 of the Flexible State Rail Assistance (SRA) Program for the Davis Crossover and Signal Project and Agnew Siding Project, and to authorize the Executive Director, or their designee, to execute all documents necessary to submit the applications and to accept funding if awarded.

**BACKGROUND**

CalSTA issued a Notice of Funding Opportunity (NOFO) on September 8, 2026, for Cycle 2 of the Flexible State Rail Assistance (SRA) Program. Up to $66,631,000 is expected to be available for award in this cycle, covering accrued amounts from Fiscal Year (FY) 2020-21 through FY 2025-26 and forecasted revenues from FY 2026-27 through FY 2029-30.

Eligible applicants include public agencies, including joint powers authorities, responsible for state-supported intercity rail services. CCJPA is an eligible applicant under this category. Eligible project types include, among others, capital expenditures to replace obsolete or aging rail signal systems and track infrastructure, and transportation planning activities; the most competitive construction projects demonstrate a full funding plan, measurable safety benefits, and readiness, including progress toward environmental clearance.

CCJPA staff is requesting the CCJPA Board's authorization to submit two applications under the Cycle 2 Flexible SRA Program to support the Davis Crossover and Signal Construction Agnew Siding Construction Projects. Staff have prepared draft application materials for both projects consistent with the Cycle 2 SRA NOFO requirements and will finalize project scope, funding request amounts, and cash flow schedules prior to submittal.

**Davis Crossover and Signal Project – Construction Phase**

The Davis Crossovers and Signal Project supports the upgrade of existing crossovers near the Davis Depot, will improve train performance by reducing the potential for signal delays, will improve speeds for trains that cross over at that location, and will unlock the potential for a future project to rebuild the station platform for improved on-time performance and passenger safety.

The Project and UPRR design review agreement was previously authorized through CCJPA Board Resolution 19-30, and the UP design agreement was amended under Resolutions 25-30 and 26-15. SRA Cycle 1 funding was authorized by the CCJPA Board for the design phase under Resolution 20-16, and SRA Cycle 2 funding for Davis Crossover construction was authorized under Resolutions 20-12 and 26-1.

The current condition of the railroad signal system at this location makes this project a critical priority. The Union Pacific has agreed to contribute $4,400,000 in funding to the signal portion of the project and has also agreed to implement the work, resulting in the expectation of cost efficiencies compared to if CCJPA leads the implementation. If the project is not fully funded soon, the UPRR will need to upgrade the signal system on their own in 2027. That would remove the incentive for the UPRR to contribute to the overall project, and the CCJPA would face much higher costs at such a time, as there was a desire to achieve the other project benefits, especially reconstruction of the boarding platform.

The total construction budget for the Davis Crossover and Signal Project is $16,585,142. CCJPA staff estimates a funding gap of $4,000,000, which is the amount proposed for the Cycle 2 Flexible SRA application for the Davis Crossover Signal Project Construction Phase. Details of the funding plan are included below.

**Total Construction Budget** **$ 16,585,142**

| Funding Plan | Amount | Status |
|---|---|---|
| Union Pacific Railroad Partner Contribution | $ 4,400,000 | Secured |
| State Rail Assistance Cycle 2 | $ 2,185,142 | Secured |
| State Rail Assistance Cycle 2 | $ 6,000,000 | Pending CalSTA approval |
| *State Rail Assistance Cycle 2 - Flexible SRA* | *$ 4,000,000* | *Application pending CCJPA Board approval* |
| **Total Construction Phase Funding** | **$ 16,585,142** | |

**<u>Agnew Siding Project – Construction Phase</u>**

The Agnew Siding Project involves a proposed new siding near Milepost 41 on the Union Pacific Railroad (UPRR) Coast Subdivision and will improve train performance by reducing delays on the single-track section between Newark and Santa Clara. An additional benefit will be the ability to store trains related to special events at the adjacent Levi's Stadium.

The project was previously authorized by the CCJPA Board through Resolution 19-8, which accepted State Rail Assistance Cycle 1 Discretionary Funding and authorized a budget for the project's design phase. Resolution 20-4 authorized the reprogramming of $1,950,000 in Proposition 1A High-Speed Passenger Train Bond Program (Prop1A) for Agnew Siding construction. Under Resolution 24-14, the CCJPA Board approved Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Funding in the amount of $5,000,000, and Resolutions 20-12 and 26-1 authorized SRA Cycle 2 Funding in the amount of $2,500,000 as well as provided the authority for the pending SRA Cycle 2 Corrective Action Plan which will increase the SRA Cycle 2 Funding for Agnew Siding by an additional $2,618,000. Under Resolution 25-26, the CCJPA

Board approved the construction budget of $11,068,000 and authorized temporary use of $1,618,000 in CCJPA Operating Funding, which is in the process of being replaced with SRA Cycle 2 Funding. Increases in UPRR construction costs and the WSP construction management services have resulted in a revised budget of $15,058,000 for the Agnew Siding construction phase.

Today, we are requesting the CCJPA Board's approval to apply for $3,000,000 in Cycle 2 Flexible SRA funding to complete the funding plan for the construction phase of the Agnew Siding project and to revise the construction budget to $15,068,000. Details of the full funding plan are in the table below.

| **Total Construction Budget** | **$15,068,000** | |
|---|---|---|
| | | |
| **Funding Plan** | **Amount** | **Status** |
| Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 | $5,000,000 | Secured |
| Proposition 1A High-Speed Passenger Train Bond Program (Prop1A) | $1,950,000 | Secured |
| State Rail Assistance Cycle 2 | $2,500,000 | Secured |
| State Rail Assistance Cycle 2 | $2,618,000 | Pending CalSTA approval |
| *State Rail Assistance Cycle 2 - Flexible SRA* | *$3,000,000* | *Application pending CCJPA Board approval* |
| **Total Construction Phase Funding** | **$15,068,000** | |

**RECOMMENDATION**

It is recommended that the CCJPA Board authorize funding applications to CalSTA under the Cycle 2 Flexible State Rail Assistance Program for the Davis Crossover and Signal Project Construction Phase in the amount of $4,000,000 and the Agnew Siding Project Construction Phase in the amount of $3,000,000, which brings the revised construction budget for Agnew Siding to $15,068,000. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director to execute any and all documents, certifications, and agreements necessary to submit the applications and to accept funding if awarded.

<u>Motion</u>: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of Resolution No. 26-19
Approval of State Rail Assistance Discretionary Funding for Agnew Siding and Davis and Signal Crossover Projects/

**WHEREAS**, the California State Transportation Agency (CalSTA) issued a Notice of Funding Opportunity on September 8, 2026, for Cycle 2 of the Flexible State Rail Assistance (SRA) Program, with up to $66,631,000 expected to be available for award; and

**WHEREAS**, the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant as a public agency, including a joint powers authority, responsible for state-supported intercity rail services; and

**WHEREAS**, the CCJPA Board previously authorized a budget and associated agreements for the Davis Crossover and Signal Project through Resolutions 19-30, 25-30, and 26-15, SRA Cycle 1 funding was authorized for the design phase under 20-16, and SRA Cycle 2 funding for Davis Crossover was authorized under Resolution 20-12 and 26-1; and

**WHEREAS**, Union Pacific Railroad has agreed to contribute $4,400,000 to the signal upgrade for the Davis Project; and

**WHEREAS**, the CCJPA Board previously accepted SRA Cycle 1 discretionary funding and authorized a budget for the Agnew Siding Project design phase through Resolution 19-8; and

**WHEREAS**, Agnew Siding Project construction phase funding was authorized through CJPA Board Resolution 20-4 for $1,950,000 in Proposition 1A High-Speed Passenger Train Bond Program (Prop1A); Resolution 24-14 for $5,000,000 in Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Funding; Resolutions 20-12 and 26-1 for $2,500,000 in SRA Cycle 2 Funding and the additional SRA Cycle 2 Funding in the amount of $2,618,000 that is in the process of being approved via a Corrective Action Plan by CalSTA as of the writing of this agenda item; and Resolution 25-26 approved the construction budget of $11,068,000 including temporary use of CCJPA Operating Reserves which is in the process of being replaced by SRA Cycle 2 funding; and

**WHEREAS**, increases in UPRR construction costs and the WSP construction management services have resulted in a revised budget of $15,058,000 for the Agnew Siding construction phase, leaving a funding gap of $3,000,000; and

**WHEREAS**, CCJPA staff have identified the Agnew Siding Project and the Davis Crossover Project as eligible projects for discretionary funding under the Cycle 2 Flexible SRA NOFO; and

**WHEREAS**, applications must be submitted to CalSTA no later than October 19, 2026, at 5:00 PM; and therefore, be it

**RESOLVED**, that the CCJPA Board authorizes the submittal of grant applications to CalSTA under Cycle 2 of the Flexible State Rail Assistance Program for the Davis Crossover and Signal Project Construction Phase in the amount of $4,000,000 as well as the Agnew Siding Project Construction Phase in the amount of $3,000,000, bringing the total construction budget for Agnew siding to $15,068,000; and

**BE IT FURTHER RESOLVED**, that the CCJPA Board authorizes the CCJPA Executive Director, or their designee, to execute any and all documents, certifications, and agreements necessary to submit the applications and to accept funding if awarded, and to take any and all other actions necessary to carry out the intent of this Resolution.

# # #

| **ACTION: DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VII.1**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Adopt CCJPA Fiscal Year 2026-2027 Budget**

**PURPOSE**
For the CCJPA Board to adopt the CCJPA FY 2026-27 budget based on the enactment of the State Budget Act of 2026 and the FY 2026-27 Annual Business Plan (ABP) Approval letters from the California State Transportation Agency (CalSTA). The CCJPA Board will be presented with an update on the FY 2026-27 Capitol Corridor service operating plans and funding authorization from CalSTA.

**BACKGROUND**
The CCJPA Board-approved Fiscal Year 2026-27 (FY 2027) and Fiscal Year 2027-28 (FY 2028) Annual Business Plan (ABP) was submitted to the Secretary of CalSTA as a draft in April 2026 and as the final ABP with updated budget forecasts in June 2026. (Resolution 26-8) Section 9 of the ABP, including Table 9-1, details CCJPA's full funding request. CalSTA provided CCJPA with the FY 2027 ABP Approval letter for administrative budget line items on July 1, 2026, which supports continued full train service levels restored on December 8, 2025. The two ABP approval letters are included as attachments to this agenda item.

Pursuant to the Interagency Transfer Agreement, the Secretary of CalSTA is required to allocate funds in the State Budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30. For FY 2027, the Governor enacted the State Budget Act of 2026 on June 29, 2026, which includes an additional $211 million for the State-Supported Intercity Passenger (IPR) Rail Agencies, allocated across three years starting in FY 2024-25. This increase supports the restoration of IPR service levels back to pre-COVID pandemic levels and increases the shared cap of $131 million for IPR operations, which we have been held to for many years. Details regarding the funding authorization are below.

**Funding Authorization**
As authorized by the CCJPA Board under Resolution 26-8, the funding request in the final ABP submitted to CalSTA in June 2026 was revised to incorporate forecast refinements for several budget line items, including Amtrak’s forecast for FY 2027, which was received in May 2026.

The following table shows the funding authorized by CalSTA in the ABP and funding approval letters at the levels requested for FY 2027, dated July 1, 2026 and July 31, 2026.

| CCJPA FY 2026-27 Annual Business Plan Funding<br>Authorized by the California State Transportation Agency | | | |
|---|---|---|---|
| Capitol Corridor Service | FY 2025-26 AUTHORIZED | FY 2026-27 AUTHORIZED | FY 2027-28 PROPOSED |
| **RIDERSHIP** | 1,190,851 | 1,474,975 | 1,651,972 |
| **Operating** | | | |
| Amtrak Operating Subsidy *(Expenses less revenue)* | $ 22,879,549 | $ 18,757,665 | $ 19,121,020 |
| Direct Operations | $ 2,795,850 | $ 5,030,359 | $ 5,644,178 |
| Information Customer Support Services | $ 1,587,111 | $ 1,447,275 | $ 1,505,166 |
| **CCJPA Administrative Management** | | | |
| Administration | $ 4,515,813 | $ 5,354,528 | $ 5,568,709 |
| Marketing | $ 1,717,649 | $ 1,800,164 | $ 1,884,171 |
| **TOTAL CCJPA Admin & Operating Allocation** | 33,495,972 | 32,389,991 | 33,723,244 |
| **CCJPA SUPPLEMENTAL ALLOCATION** | | | |
| Minor Capital | $ 500,000 | $ 500,000 | $ 500,000 |
| Capitalized Maintenance | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 |
| **TOTAL CCJPA Supplemental Allocation** | 1,500,000 | 1,500,000 | 1,500,000 |
| **CA INTERCITY PASSENGER RAIL (IPR) SUPPORT** | | | |
| [2]Northern California Onboard Wi-Fi | $ 5,013,728 | $ 866,944 | $ 3,107,177 |
| [3]Passenger Information Display System Operations | $ 1,839,779 | $ 634,925 | $ 2,235,890 |
| Equipment Lease Readiness | $ 2,415,000 | $ - | $ - |
| **TOTAL CA IPR Supplemental Allocation** | 9,268,507 | 1,501,869 | 5,343,067 |
| **Total CCJPA Funding Authorized** | 44,264,479 | 35,391,860 | 40,566,311 |

In addition to CCJPA's FY 2027 Budget detailed above, CalSTA's funding authorization provides $5.0 million for the State's California Integrated Travel Project (CalITP), for which CCJPA will serve as the State's fiscal sponsor for this final year of the project.

**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 CCJPA FY 2027 budget of $35.4 million pursuant to the enactment of the State Budget Act of 2026 and the allocation of such funds by the State to the CCJPA. It is also recommended that the CCJPA Board approve the funding in the amount of $5.0 million to support CalITP, as the State's fiscal sponsor. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to enter into all necessary agreements for the implementation of the CCJPA FY 2027 ABP as supported by the FY 2027 CalSTA funding, ABP approval letters, and authorized funding; 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.

Motion: The CCJPA Board adopts the attached resolutions.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Adopting Capitol Corridor Joint Powers Authority
Fiscal Year 2026-27 Budget/

Resolution No. 26-20

**WHEREAS,** the California State Budget for Fiscal Year 2026-2027, which covers the period July 1, 2026, through June 30, 2027, was enacted in June 2026; and

**WHEREAS,** the Board-approved FY 2026-27 Annual Business Plan (ABP) under Resolution 26-8 was submitted to the California State Transportation Agency (CalSTA); and

**WHEREAS,** the FY 2026-27 ABP includes CCJPA's operating plan and funding request for FY 2026-27; and

**WHEREAS,** on July 1, 2026, CCJPA received the FY 2026-2027 interim ABP approval letter from CalSTA, which provides funding for CCJPA's Administration, Marketing, and Information Customer Services budget line items at the funding amounts requested; and

**WHEREAS,** on July 31, 2026, CCJPA received the FY 2026-27 ABP Approval Amendment letter from CalSTA, which provides the funding for the remaining ABP budget line items, including Direct Operations, Amtrak Operations, Capitalized Maintenance, and Minor Capital as well, as the Intercity Passenger Rail (IPR) Support Allocations to support Northern California Onboard Wi-Fi, and Passenger Information Display System Operations; and

**WHEREAS,** the FY 2026-2027 ABP approval and funding letters from the Secretary of CalSTA dated July 1, 2026 and July 31, 2026, provide a cumulative total of $35.4 million to the CCJPA to support its administrative management and operations of the Capitol Corridor service; and

**WHEREAS,** the July 31, 2026 ABP Approval and funding letter from CalSTA also provides funding in the amount of $5.0 million for the State's California Integrated Travel Project (CalITP), for which CCJPA will serve as the State's fiscal sponsor for this final year; and

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

**RESOLVED,** that the CCJPA Board does hereby adopts the CCJPA FY 2027 budget in the amount of $35,391,860 pursuant to the allocation letters from the Secretary of the California State Transportation Agency based upon the enactment of the State Budget Act 2026 and subject to allocation of such funding by the State; and

**BE IT FURTHER RESOLVED**, that the CCJPA Board approves funding in the amount of $5.0 million for CalITP, as the State's fiscal sponsor for the project; and

**BE IT FURTHER RESOLVED,** that the CCJPA Board authorizes the CCJPA Executive Director or their designee to enter into all necessary agreements for the implementation of the CCJPA FY 2027 ABP as supported by the FY 2027 CalSTA ABP approval and funding letters; and that the CCJPA Board forthwith transmits a copy of this resolution to the California State Transportation Agency, and the California Department of Transportation Division of Rail.

# # #

<table>
<tr><td>ACTION: DATE:</td><td>ATTEST:</td></tr>
<tr><td>Ayes:</td><td rowspan="3"><br>_______________________<br>Robert Franklin<br>Secretary</td></tr>
<tr><td>Noes:</td></tr>
<tr><td>Abstain:</td></tr>
</table>

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Master Services Agreements for On-Call Planning, System Operations, and Engineering Professional Services with Up to Three Consulting Firms**

**PURPOSE**

For the CCJPA Board to authorize the CCJPA Executive Director or designee to execute up to three (3) Master Services Agreements (MSAs) for on-call planning, system operations, and railroad engineering services, with consultants to be determined from a competitive procurement (RFQ2026-01) to commence in the Fall of 2026 with the intention to have contracts in place by mid-2027.

**BACKGROUND**

CCJPA has maintained on-call MSAs for planning, system operations, and engineering professional services support since the CCJPA Board first authorized these on-call capabilities under Resolution 15-10 (2015) and Resolution 17-16 (2017). In February 2020, under Resolution 20-2, the CCJPA Board approved the current three on-call MSAs for on-call planning, system operations, and engineering services with HDR, HNTB, and TranSystems, each with an initial not-to-exceed amount of $3,000,000.

Since these contracts were executed in 2021, the on-call MSAs have been well utilized by CCJPA staff. Work Directives issued under these agreements have included early planning studies for major capital projects, engineering and design services, fare studies, operations planning, and assistance with grant applications, among other needs.

In June 2024, in recognition of continued and growing project needs, the CCJPA Board approved amendments to the on-call MSAs with HDR, HNTB, and TranSystems under Resolution 24-17, increasing each contract's maximum capacity to $6,000,000 (after reaching an initial $2,000,000 threshold) and extending the contract terms to December 31, 2027. On this Board meeting agenda above, under Item V1.8, we are requesting the CCJPA Board's approval to extend the HDR on-call MSA beyond the current December 31, 2027 expiration date to continue work under a sole-source work directive for services related to the Sacramento to Roseville Third Main Track (Roseville 3MT) National Environmental Policy Act (NEPA).

With the current on-call MSAs set to expire on December 31, 2027, CCJPA staff is planning a new procurement, RFQ2026-01, to be released in the Fall of 2026, to replace the expiring on-call planning, system operations, and engineering services agreements. Staff plans to have the new MSAs in place by mid-2027, so that there are several months of overlap with the existing contracts to ensure CCJPA remains continuously covered for ongoing and upcoming work directive needs through the transition.

CCJPA's on-call needs continue to span a broad and interdependent range of disciplines – service planning, system operations, and engineering – that increasingly must be coordinated together rather than procured and managed as separate contracts. As with the current set of MSAs, staff proposes a consolidated approach for this next term: a single Request for Qualifications (RFQ2026-01) under which CCJPA would select up to three consulting firms, each capable of supporting the full range of planning, system operations, and engineering services described in the RFQ's Scope of Services, either directly or through a subconsultant team.

CCJPA staff intends to award up to three MSAs resulting from RFQ2026-01, for a combined total value of $9,000,000, with each individual MSA's budget capped at $3,000,000. The term of each MSA will run from the date of execution for a five-year term, with CCJPA reserving the right to extend the term if the budget has not been exceeded. Under each MSA, formally approved work plans or Work Directives will be executed as needed and will include a list of specific services to be performed; a management plan that includes a list of key personnel; a budget plan with a detailed cost estimate and cost-loaded schedule; a schedule and performance period; and a list of subconsultants, their scope of work, and the estimated value of work, and work products. There is no guarantee that any Work Directive will be issued under a given MSA.

Consultant selection will follow CCJPA's standard qualifications-based selection process under California Government Code Sections 4525-4529.5, using the SF330 format, with scoring weighted 25% on Project Team Qualifications, 25% on Experience of the Firms, and 50% on Oral Presentation. Pricing and rate information will only be reviewed after the most qualified firm(s) have been identified through the qualifications-based process.

**RECOMMENDATION**

It is recommended that the CCJPA Board authorize the CCJPA Executive Director or designee to execute up to three (3) Master Services Agreements with different consulting firms for on-call planning, system operations, and railroad engineering professional services, for a combined not-to-exceed amount of $9,000,000 (up to $3,000,000 per MSA), for a five-year term from the date of execution.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing the Execution of On-Call Planning, System Operations & Engineering Master Services Agreements from RFQ2026-01/

Resolution No. 26-21

**WHEREAS,** CCJPA has maintained on-call planning, system operations, and engineering professional services support since the current set of Master Services Agreements (MSAs) with HDR, HNTB, and TranSystems began in 2020 under Resolution 20-2, and, as amended under Resolution 24-17, these MSAs have proven broadly useful to CCJPA across planning, operations, and engineering needs and are set to expire on December 31, 2027; and

**WHEREAS**, staff plan to conduct a consolidated procurement, RFQ2026-01, for the next set of on-call planning, system operations, and engineering professional services, to be awarded to up to three qualified consulting firms via MSAs, with the goal of having new MSAs in place by mid-2027 to provide overlap with the existing contracts and ensure CCJPA remains continuously covered through the transition; and

**WHEREAS**, CCJPA staff would evaluate RFQ2026-01 responses under California Government Code Sections 4525-4529.5 and negotiate MSA terms with the most qualified firm(s); and

**RESOLVED**, that the CCJPA Board does hereby authorize the CCJPA Executive Director or designee to execute on-call MSAs for planning, system operations, and engineering professional services from RFQ2026-01 with up to three consulting firms, for a combined amount not to exceed $9,000,000 (not to exceed $3,000,000 per MSA), for a five-year term from date of execution; and

**AND BE IT FURTHER RESOLVED**, that the CCJPA Executive Director or their designee is authorized to take all necessary and appropriate actions to implement the intent of this Resolution.

# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

Item VII.3

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

**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

### Greenhouse Gas Reduction Fund

On the evening of Friday, August 28, a Budget Bill Junior (AB 113) went into print, representing a compromise between the Governor and legislative leadership on Greenhouse Gas Reduction Fund (GGRF) expenditures. The bill fulfills the Fiscal Year (FY) 2026-27 funding commitment to the SB 125 (Chapter 54, Statutes of 2023) program at $230 million. The Bay Area's allocation of these funds will support BART's Transbay Corridor Core Capacity Project and BART to Silicon Valley Phase II.

AB 113 includes baseline funding for Tier 3 programs based on stronger-than-expected revenues from the most recent Cap-and-Invest credit auction. However, it does not include supplemental funding for the Transit and Intercity Rail Capital Program (TIRCP) or Low Carbon Transit Operations Program (LCTOP).

AB 113 funds Tier 3 programs at the following levels:

- $95 million for TIRCP (up from $76 million previously projected).
- $48 million for LCTOP (up from $38 million previously projected).
- $133 million for the affordable housing component of the Affordable Housing and Sustainable Communities (AHSC) Program (up from $107 million previously projected).
- $107 million total for the sustainable communities component of AHSC, with $57 million being baseline funding (up from $46 million projected) and $50 million earmarked for the Sustainable Agricultural Lands Conservation Program (SALC).
- $118 million total for SB 901 Forest Health & Vegetation Management programs, including $48 million in baseline funding (up from $38 million projected) and $70 million augmentation.
- $229 million total for the AB 617 Community Air Grant Program, including $59 million in baseline funding (up from $48 million projected), $20 million augmentation, and $150 million from the General Fund appropriated in the June budget.
- $171 million total for the Safe & Affordable Drinking Water (SAFER) Program, with

$31 million in baseline funding, $40 million GGRF augmentation, and $100 million in Proposition 4 climate bond funds.
- $10 million for the Funding Agricultural Replacement Measures for Emission Reduction (FARMER) program.

Also, on the evening of Friday, August 28, a GGRF trailer bill (SB 193) went into print, including various clean-up provisions to govern GGRF expenditures. This includes requirements for annual reporting to the Legislature on new or increased state operating expenses funded by the GGRF and the redirection of interest earned on the GGRF to support the three-tiered expenditure plan, beginning in FY 2027-28. This interest redirection is projected to add $500 million in revenue annually, helping bolster future Tier 3 program funding.

Both bills passed both houses of the Legislature and have been referred to the Governor for action.

## Federal Legislation and Funding

**Notice of Funding Opportunity**

As we approach the mid-term elections, FRA and USDOT are moving quickly to award funding for several key rail programs, Consolidated Rail Infrastructure and Safety Improvements (CRISI) and the Railroad Crossing Elimination (RCE) Program. On April 20, FRA announced $2.04 billion in available funding under the Consolidated Rail Infrastructure and Safety Improvements Program, with applications due on June 25, 2026. On April 24, 2026, FRA announced $1.146 billion in available funds under the Railroad Crossing Elimination Program, with applications due on June 8, 2026. The expectation is that decisions will be made in the summer or early fall, in advance of the mid-term elections. This NOFO will represent the last funding for these programs provided through advance appropriations under the Infrastructure Investment and Jobs Act (IIJA). Future funding will rely only on the annual appropriations process.

The FRA announced $5.3 billion in grant awards through the National Railroad Partnership Program (NRPP) to modernize American passenger rail assets, enhance safety, and address state-of-good-repair needs. In total, the $5.3 billion grant package will close more than 30 grade crossings and upgrade more than a thousand with new infrastructure and technology, procure 43 domestically manufactured trainsets to replace aging Amtrak fleets in high-demand corridors, and overhaul 41 locomotives currently deployed on Amtrak's Midwest and Pacific routes. California received $201M in grant awards, less than four percent of the total program, with three project awards in Southern California.

**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. The companies submitted applications to the Surface Transportation Board (STB) in December 2025. On January 16, the STB, in a 3-0 decision, rejected the application as incomplete. The railroads submitted a modified application on April 30, which was accepted by the STB on May 28, with a requirement for additional details by July 27. Those additional details were submitted to the STB on July 27.

On August 19, the STB formally adopted a review schedule for the revised merger application between Union Pacific (UP) and Norfolk Southern (NS), lifting a regulatory hold placed on the proceeding in May. The updated timeline sets a final decision on the $85 billion transaction for the second half of 2027. Final briefs are due by May 28, 2027, and a final decision is required within 90 days of the close of the record, contingent upon completion of a final environmental review.

**Surface Transportation Board (STB), Passenger Rail Advisory Committee (PRAC)**
The Passenger Rail Advisory Committee (PRAC) held its first meeting of the year on April 24th. Detailed meeting information, including meeting materials, is available online at https://www.stb.gov/resources/stakeholder-committees/prac/. CCJPA Managing Director Rob Padgette serves on the 22-member PRAC as a Member at Large and participated in the meeting. He serves as Chair of the Subcommittee on Joint Intercity and Freight Rail Operations. The second meeting of 2026 is scheduled for September.

**FY 2025-26 Federal Appropriations and Budget Updates**
This year's federal funding was passed by Congress and signed into law on February 3rd after several continuing resolutions and temporary shutdowns. The final funding levels for FY26 are shown in the table below. Notably, the final bill includes a $1M earmark requested by Representative Mike Thompson to improve access to the Davis Station platform.

| | FY2025 | | | FY 2026 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | IIJA Advance Approps | Final Approps bill | Total Funding | IIJA Advance Approps | President request | House | Senate | Amtrak request | Final Approps bill | Total Funding |
| USDOT BUILD | $1.5b | $345m | $1.8b | $1.5b | $0 | $0 | $250m | - | $145m | $1.645b |
| USDOT MEGA | $1b | $0 | $1b | $1b | $0 | $0 | $0 | - | $0 | $1b |
| Amtrak NEC | $1.2b | $1.14b | $2.3b | $1.2b | $850m | $925m | $850m | $850m | $850m | $2.05b |
| Amtrak National Network | $3.2b | $1.29b | $4.5b | $3.2b | $1.58b | $1.388b | $1.58b | $1.58b | $1.58b | $4.78b |
| FRA CRISI | $1b | $100m | $1.1b | $1b | $500m | $538m | $151.5m | - | $137.4m | $1.117b |
| FRA Fed-State Partnership | $7.2b | $75m | $7.3b | $7.2b | $0 | ($75m) | $75m | - | $65m | $6.977b |
| FRA Rail Restoration & Enhancement | $50m | $0 | $50m | $50m | $0 | $0 | $0 | - | $0 | $50m |
| FRA Rail Crossing Elimination | $600m | $0 | $600m | $600m | $0 | $0 | $0 | - | $0 | $600m |
| FTA CIG | $1.6b | $2.2b | $3.8b | $1.6b | $2.2b | $53.7m | $1.95b | - | $1.7b | $3.3b |
| FTA Formula funds | - | $14.279b | $14.279b | - | $14.6b | $14.6b | $14.6b | - | $14.6b | $14.6b |

**FY 2027 Federal Appropriation and Budget Update**
On September 2, President Trump signed into law H.R. 6500, the Continuing Appropriations and Extensions Act of 2027. This Continuing Resolution (CR) averts a government shutdown when the fiscal year ends on September 30 by extending current funding levels through December 11.

The Senate passed the CR by a vote of 90-6 on August 8, with two Republicans, three Democrats, and one independent voting in opposition. On September 1, the House of Representatives passed it by a vote of 370-48, with nineteen Republicans and twenty-nine Democrats voting in opposition.

The CR funds most federal programs, including those under the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act, at Fiscal Year (FY) 2026 levels. The CR also extends Highway Trust Fund contract authority as set by the Infrastructure Investment and Jobs Act (IIJA) through December 11. However, advance appropriations within the IIJA were not carried over; these had provided $4.25 billion annually for public transit and $13.2 billion annually for passenger rail. This represents a cut of 20% in overall federal public transit investment and an 81% cut in passenger rail investment.

**Transportation Reauthorization**

On May 19, the House Transportation and Infrastructure Committee released draft legislation for a five-year surface reauthorization, titled the Building Unrivaled Infrastructure and Long-Term Development for America's 250th (Build America 250) Act. Unlike the IIJA, the bill does not include advance appropriations, meaning that all funding will rely on the annual appropriations process, a far less reliable approach for rail funding. The bill authorizes approximately $64 billion over five years, an amount 38% lower than IIJA levels, and would require annual appropriations of approximately $13 billion to meet that authorization level. Some notable elements of the bill include:

- Corridor ID – The proposal continues to include Corridor ID with specific details on expectations for Service Development Plans, with a related requirement for an annual Project Pipeline Report and a quarterly Project Progress Report from FRA.
- National Intercity Passenger Rail Partnership Program (NIPR) – Authorizes $18.5 billion over five years, subject to annual appropriations. Consolidates the Federal-State Partnership for Intercity Passenger Rail and the Restoration and Enhancement grant programs into this single funding stream.
- CRISI Grant Program – Authorizes approximately $1.8 billion, subject to annual appropriations. By comparison, IIJA provides $1 billion annually in guaranteed funding.
- Rail Crossing Elimination – Authorizes approximately $3.5 billion, subject to annual appropriations (~$700 billion). By comparison, IIJA guaranteed $600 billion annually through advance appropriations.
- Amtrak – Authorizes $10.4 billion for Amtrak's Northeast Corridor and $20.7 billion for Amtrak's National Network over five years.

The Transportation and Infrastructure Committee approved the legislation on May 22 with broad bipartisan support.

The bill has The Senate has not yet released a draft Reauthorization proposal.

In August, a coalition of more than 100 transportation, infrastructure, labor, and business stakeholders increased engagement with congressional leadership regarding the continuation of current IIJA funding levels. The coalition warned that if Division J advance appropriations are excluded from a short-term CR, USDOT programs could face a $36.8 billion annual funding gap beginning October 1, 2026. The States for Passenger Rail Coalition is a participant in this advocacy effort.

The size and breadth of the coalition reflect the role IIJA advance appropriations play in long-term infrastructure planning. If these funds are allowed to lapse, state and local grant programs could experience significant reductions relative to current IIJA funding levels, ranging from 50% to a complete 100% loss of IIJA-level funding. Programs identified as particularly exposed include:

- Mega Grants
- Safe Streets and Roads for All (SS4A)
- Capital Investment Grants (CIG)
- Bridge Formula Program
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Federal-State Partnership for Intercity Passenger Rail
- Port Infrastructure Development Program (PIDP)

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

**Item VII.4**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **CCJPA Capital Project Update**

**PURPOSE**

A. Capital Project Spotlight: Vision Plan Midpoint Check
B. CCJPA Capital Projects Portfolio – To provide the CCJPA Board of Directors with an update on CCJPA capital project portfolio and funding.

**A. Capital Project Spotlight: Vision Plan Midpoint Check**
The CCJPA Board will receive an update on Vision Plan Midpoint Check at its September 16, 2026 meeting.

**B. CCJPA Capital Projects Portfolio (See Tables A-D)**

## Table A – CCJPA Capital Projects, Timeline, and Funding

| CCJPA CAPITAL PROJECTS<br>September 2026 | | | | | |
|---|---|---|---|---|---|
| **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<br>Const: Oct -32 | $ 13,510,000 | $ - | $ 16,510,000 |
| Santa Clara Utility Relocation | Relocate seven (7) City-owned or operated utilities crossing the Railroad's Right-of-Way | Design: Jul - 22<br>Const: May -30 | | $ 3,766,902 | $ 3,766,902 |
| 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<br>Const: Pending funding | $ 12,768,640 | $ 4,400,000 | $ 21,168,640 |
| 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 | $ 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: Jul-2028<br>Design: Mar-2031<br>Const: Jul-2036 | $ 159,197,000 | $ - | $ 475,368,000 |
| 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: Jun-26<br>Const: Apr-30 | $ 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: Nov-2030<br>Design: June-2030<br>Const: Dec-2034* | $ 184,022,243 | $ - | $ 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. | Enviro: Jun-2027<br>Design: TBD<br>Const: TBD | $ 10,700,000 | | $ 272,110,000 |
| | **CAPITAL PROJECT TOTAL** | | **$ 410,754,352** | **$ 33,373,371** | **$ 1,460,524,011** |

## Table B – CCJPA Operations & Maintenance Projects

| CCJPA OPERATIONS & MAINTENANCE PROJECTS<br>September 2026 | | | | | |
|---|---|---|---|---|---|
| **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) | December-27 | $ 62,532,494 | $ - | $ 62,532,494 |
| 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) | December-27 | $ 740,336 | $ 490,207 | $ 1,230,543 |
| 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 | $ 666,813 | $ - | $ 666,813 |
| Northern California Equipment Lease Readiness | A lease agreement for equipment to be deployed in the Northern California fleet is expected to be finalized in early FY 2025–26. Minor work is needed to prepare the equipment for revenue service, with CCJPA leading readiness efforts such as Tap2Ride installation and equipment wrapping. | Pending Caltrans/Caltrain Lease | $ 2,415,000 | $ - | $ 2,415,000 |
| Northern California Onboard Technology | Upgrade, provide, and manage On-Board Wi-Fi for the Northern California Fleet (Annual Business Plan Funding) | Annual | $ 2,676,335 | $ - | $ 2,676,335 |
| 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 | $ 1,564,370 | $ - | $ 1,564,370 |
| **OPERATIONS & MAINTENANCE PROJECTS PROJECT TOTAL** | | | **$ 77,114,348** | | **$ 77,604,555** |

## Table C – CCJPA Planning Studies

| CCJPA Planning Studies<br>September 2026 | | | | | |
|---|---|---|---|---|---|
| **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. | December-27 | $ 939,268 | $ - | $ 939,268 |
| | **PLANNING STUDIES TOTAL** | | **$ 12,215,268** | **$ -** | **$ 12,215,268** |

## Table D – State Rail Assistance Projects and Funding

| STATE RAIL ASSISTANCE (SRA) FUNDING<br>Cycle 1 & 2 Projects<br>September 2026 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Board-Approved SRA Category** | **SRA PROJECT** | **SRA Cycle 1 Approved** | **SRA Cycle 1 Competitive Approved** | **SRA Cycle 2 Approved** | **TOTAL** | **SRA Cycle 2 Adjustments Pending** | **Flexible SRA Cycle 2 Applications Planned** |
| Operational Infrastructure | Agnew Siding | $ - | $ 1,441,969 | $ 2,500,000 | $ 3,941,969 | $ 2,618,000 | $ 3,000,000 |
| Planning/Project Development | Alviso Adaptation Study | $ - | $ - | $ 107,734 | $ 107,734 | $ - | |
| Customer Access | CalPIDS Modernization | $ 2,860,195 | $ - | $ 2,489,053 | $ 5,349,248 | $ 1,211,697 | |
| Operational Infrastructure | Davis Crossovers and Signal Replacement | $ - | $ - | $ 2,247,695 | $ 2,247,695 | $ 6,000,000 | $ 4,000,000 |
| System Safety | Grade Separation and Safety Improvement | $ - | $ - | $ 1,650,000 | $ 1,650,000 | $ - | |
| Operational Infrastructure | Infrastructure Reliability Improvements | $ - | $ - | $ 4,200,000 | $ 4,200,000 | $ (2,000,000) | |
| Operational Infrastructure | South Bay Connect | $ - | $ - | $ 2,497,352 | $ 2,497,352 | $ - | |
| Customer Access | Station Improvements | $ - | $ - | $ 500,000 | $ 500,000 | $ - | |
| Operational Infrastructure | Stege Crossover and Signal Upgrade | $ - | $ - | $ 3,224,000 | $ 3,224,000 | $ - | |
| Operations | Strategic Operations Enhancements | $ - | $ - | $ 1,822,166 | $ 1,822,166 | $ 1,050,000 | |
| System Safety | Right-of-Way Safety and Security | $ 4,721,500 | $ - | $ 9,362,000 | $ 14,083,500 | $ (300,000) | |
| Operational Infrastructure | Signal Replacement/Upgrade* | $ 5,518,305 | $ - | $ - | $ 5,518,305 | $ - | |
| System Safety | UPRR Special Agents | $ - | $ - | $ 1,700,000 | $ 1,700,000 | $ (400,000) | |
| | **Total** | **$ 13,100,000** | **$ 1,441,969** | **$ 32,300,000** | **$ 46,841,969** | **$ 8,179,697** | **$ 7,000,000** |

**Item VII.5**

**Date:** **September 11, 2026**

**From:** **Robert Padgette, Managing Director**

**To:** **CCJPA Board of Directors**

**Subject:** **Managing Director's Report – September 2026**

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** - CCJPA is collaborating with Operation Lifesaver and Union Pacific to bring together multiple agencies for Rail Safety Month. A kickoff event was held at San Jose Diridon to bring attention to the importance of rail safety. The Website Redesign project remains underway, with staff currently finalizing the design and content. The new site is expected to launch in early November.

b. **Davis Crossover and Signal Replacement** - The design team has completed the design and turned it over to the Union Pacific Railroad for implementation. The project currently faces a \$4.0M funding shortfall and is seeking funding through the SRA discretionary funding opportunity. When completed, in addition to on-time performance and infrastructure reliability improvements, this project would provide a gateway to the future replacement of the Davis boarding platforms with a safer, ADA-compliant arrangement utilizing a center island platform with grade-separated pedestrian access. Managed by Amtrak, the boarding platform project is well underway, though Amtrak has recently informed CCJPA that it intends to dramatically reduce the scope of ADA improvements at the station and no longer intends to reconstruct the station. Capitol Corridor staff will continue to coordinate the interests of the stakeholders to advocate for the project to be executed as Amtrak has planned to date.

c. **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. CCJPA is nearly ready to procure a construction contractor for the utility relocation. Upon completion of the design and after utility relocations, UPRR will construct the siding, and CCJPA will oversee related construction activities. The project is short \$3.0 million in funding due to inflationary increases and is seeking SRA discretionary funding.

d. **Right-of-Way Safety & Security** - For more than five years, CCJPA has partnered with Union Pacific Railroad (UPRR) on the Right-of-Way Program to address safety, security, and maintenance needs along the Capitol Corridor route. The program supports the abatement of shelters, trees, weeds, and illegal dumping within the railroad right-of-way. CCJPA staff is currently working with UPRR to finalize the next agreement for Fiscal Year 2026–27, covering the period of July 1, 2026 through June 30, 2027.

   The program also supports the installation and repair of security fencing and other access deterrents intended to reduce trespassing and related safety incidents. In addition, the program funds two UPRR Special Agents dedicated to patrolling the Capitol Corridor route. CCJPA staff continues to coordinate with UPRR on priority locations and areas of concern for Special Agent patrols. These efforts are intended to improve safety and security along the corridor while also reducing incidents that can affect Capitol Corridor On-Time Performance (OTP).

   Additionally, CCJPA staff continues to work with the Federal Railroad Administration (FRA) and UPRR to advance the Right-of-Way Safety Improvement Program, which was awarded a $20 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant. The project will install new high-security fencing and related improvements at priority locations along the Capitol Corridor route. Staff is in the final stages of coordination with FRA to complete the grant obligation process and advance the project toward implementation.

e. **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 an ”extension” 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 obtained approval from the FRA for our Corridor ID scope, schedule, and budget for planning work over the next several years. We are waiting for Caltrans and FRA to execute an agreement before we can start work, which is anticipated sometime in 2027.

f. **CalPIDS Modernization** - New California Passenger Information Display System (CalPIDS) equipment cabinets have been installed at the majority of Capitol Corridor stations, with three (3) pending permits or additional approvals. Design and approval processes necessary for electrical work at various stations are also in progress. Due to escalated construction cost estimates, some stations may be prioritized for cabinet installation and electrical work (estimated in Fall/Winter 2026), and others pushed out for completion later in 2027. CalPIDS software is undergoing testing and validation, with initial station testing to be done at Oakland Jack London in September 2026, in coordination with the Amtrak Operations Controls group on the East Coast. The next steps before system turn-up and final testing are power connections to new cabinets, AT&T equipment installations, and CalPIDS equipment installations. System turn-up and final testing are expected in Winter 2026.

g. **South Bay Connect** - With the delay in starting the Corridor ID and Near-Term Service Development Plan process with the FRA and Caltrans, CCJPA staff are exploring ways to initiate NEPA analyses via oversight by the California High Speed Rail Authority (CHSRA). CCJPA staff is also coordinating with Caltrans and CalSTA to make strategic decisions on future delivery options for South Bay Connect. 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. A draft environmental document, currently expected to be an Initial Study/Environmental Assessment (IS/EA), is expected to be released for public review and comments in Fall 2026.

**RECOMMENDATION**
For information only.


Capitol Corridor
Joint Powers Authority
Board Meeting | September 16, 2026 | 9:00 AM
CAPITOL CORRIDOR

1


Pledge of Allegiance
2 | Item II.

2

# VI. Consent Calendar

1. Approve Minutes of the June 17, 2026 Meeting
2. Approve 2027 Board of Directors Meeting Schedule
3. Authorize Cooperative Agreement with the State of California Department of Transportation for the Phase 1 Fare Reduction Program Under the Yolo 80 Corridor Improvements Project Vehicle Miles Travelled (VMT) Mitigation
4. Authorize Five-Year Station Electronic Bicycle Lockers (eLockers) Operations and Maintenance (O&M) Agreement
5. Authorize Amendments to Union Pacific Railroad (UPRR) Agreements for Preliminary Engineering Services for Agnew Siding, Preliminary Engineering Services for Davis Crossover, Design Review Services for Sacramento Roseville Third Track, and Preliminary Engineering Services for Santa Clara Crossover
6. Authorize Union Pacific Railroad (UPRR) Agreements for the Berkeley Station Track Renewal Project, Martinez Subdivision Undercutting Project, and Fairfield Culvert Replacement Project
7. Authorize Amendment to the 2021 Master Services Agreement with HDR for On-Call Planning, System Operations, and Engineering Services for the for Sacramento-Roseville Third Main Track National Environmental Policy Act (NEPA) Process
8. Authorize Amendment to Legal Services Agreement with Kaplan Kirsch & Rockwell
9. Approve State Rail Assistance Discretionary Funding for Agnew Siding and Davis Crossover Projects

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Item VII.1

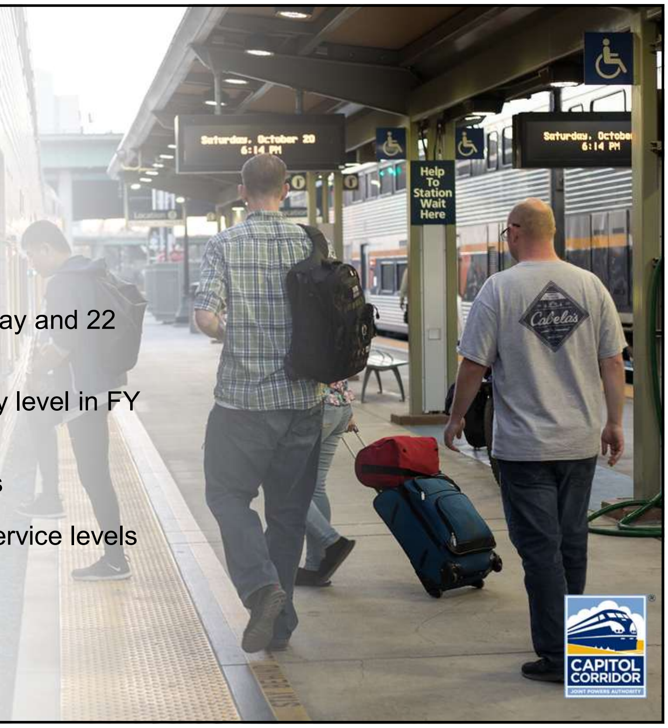
## CCJPA FY 2026-27 Budget Authorization

4

4

## FY 2027 ABP Approval and Funding Authorization

- Supports full train service levels of 30 weekday and 22 weekend trains
- Target a return to 50% or better cost recovery level in FY 2027 (47% in FY 2025)
- Continue to implement cost saving strategies
- Develop mid-term (3-5 year) plans to align service levels with projected costs and revenue








## CCJPA Annual Business Plan FY 2027 Funding Authorization (In Millions $)

| | FY 2025 Actual | FY 2026 Authorized | FY2027 April ABP | FY 2027 June ABP Authorized |
|---|---|---|---|---|
| **Capitol Corridor Operations** | | | | |
| Amtrak Operations (net) | $29.9 | $22.9 | $20.2 | $18.8 |
| Direct Operations | $ 1.7 | $ 2.8 | $5.4 | $ 5.0 |
| Information Customer Support Services | $ 1.4 | $ 1.6 | $1.7 | $ 1.4 |
| **CCJPA Administrative Management** | | | | |
| Administration | $ 4.1 | $ 4.5 | $5.4 | $ 5.4 |
| Marketing | $ 1.3 | $ 1.7 | $1.9 | $ 1.8 |
| **TOTAL CCJPA Funding Requirement** | **$38.3** | **$33.5** | **$34.4** | **$32.4** |
| **CCJPA Supplemental Allocation** | $ 1.3 | $ 1.5 | $1.5 | $ 1.5 |
| **CA Intercity Passenger Rail Supplemental Allocation** | $ 2.8 | $ 9.3 | $2.1 | $ 2.1 |

Item VII.2
# On-Call
Procurement

Capitol Corridor Joint Powers Authority
Board of Directors

On-Call Master Services Agreements for Planning, System Operations, and Rail Engineering Services





# New On-Call Master Services Agreements (MSA)

### Procurement Overview

- Current contracts expire December 31, 2027, overlap with new MSAs
- Covers planning, system operations, and rail engineering services
- Qualifications-based selection

### Key Terms

- Up to **three** consulting firms
- **$3 million** maximum per agreement; **$9 million** total
- Agreements effective for 5 years
- Work directive-based services

### Anticipated Timeline

**Late October 2026**
Release RFQ

**Mid-December 2026**
SOQs due

**Jan-Feb 2027**
SOQ Evaluation and Interviews

**Apr-Jun 2027**
Contract Negotiation and Execution

**Dec 31, 2027**
Existing Agreements Expire


CAPITOL CORRIDOR
Legislation and Funding Update
Item VII.3
9

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CAPITOL CORRIDOR
JOINT POWERS AUTHORITY
Item VII.4a
Vision Plan 2026 Update
10

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## Ad Hoc Committee Meeting Topics / Schedule

Meeting 1 - March
- Goals of Vision Plan, Background, Framework, Timeline / Schedule

Meeting 2 – May
- Feedback on pillars and priorities, discuss stakeholder involvement

Meeting 3 – August
- Review stakeholder input, proposed policies & prioritization

**Meeting 4 – October 14**
- **Review final draft, finalize policies & prioritization, prepare for Board adoption**

**November 2026 Board Meeting**
- **Plan adoption, followed by fact sheets**

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## Revised Mission / Vision Statements

**MISSION**

*Capitol Corridor provides safe, accessible, and high-quality rail travel that connects people to the communities, opportunities, and experiences of Northern California.*

**VISION**

*A Northern California where Capitol Corridor is every traveler's first choice – a sustainable world class rail service so accessible, reliable, and valued that it fundamentally transforms how the region moves.*

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# Outreach summary

Public webinar – July 23, 2026

- 45 attendees (incl. Directors Broadway, Foley, Jain, Raburn)
- Information on website, including recording of webinar

- Agency stakeholders: Caltrans, FRA, MTC, Caltrain, SJJPA, STA

Website Survey / Feedback:

- 96 respondents
- <u>Amenities:</u> Timed bus transfers and real time information
- <u>Service Improvements:</u> Frequency
- <u>Service Extensions:</u> Reno then San Francisco / Peninsula

13 | Item VII.4a

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# Vision Plan Approach

- Prior Vision Plan focused on big project capital delivery
- Updated Plan will reflect comprehensive program, projects / amenities
- Projects organized according to CCJPA control and implementation complexity

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# Four Project Pillars

**CCJPA**

**PILLAR I — Safety & Reliability**

MEDIUM CONTROL | MEDIUM PACE

- Easier to implement, lower cost
- UPRR typically supports reliability projects
- Large scale safety projects have higher barrier to execution
- No expected service increases
- May be included in Corridor ID

*Ex: Fencing, crossovers, signaling upgrades, grade separations*

**PILLAR II — Service Amenities**

HIGH CONTROL | FAST PACE

- CCJPA owns delivery & project schedule
- Includes customer-facing technology, fare innovation, station amenities, digital infrastructure
- Unlikely to be included in Corridor ID

*Ex: Wi-Fi, Tap2Ride, mobile app, loyalty program, first/last mile, café service*

**PILLAR III — Service Expansion & Extension**

LOW CONTROL | SLOW PACE

- Requires UP agreement, major state/federal funding, NEPA/CEQA clearance
- 10-20+ year lead times
- Expect service increases
- Require realistic framing
- Included in Corridor ID

*Ex: Sac/Roseville, South Bay Connect, New Carquinez Crossing, frequency increases*

**Caltrans**

**PILLAR IV — Rolling Stock**

NO CONTROL | SLOW PACE

- Rolling stock, maintenance, & servicing are State duties
- Pillar 4 impacts existing fleet maintenance, retrofits, & overhaul
- Availability of rolling stock impacts delivery of Pillar 3

*Ex: Supporting new service frequencies, fleet overhaul, fleet retrofits*




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# Definitions

- **<u>Principles</u>** are guiding beliefs that form the foundation for the reasoning behind decisions and actions
- **<u>Policies</u>** are rules that help decision-making and give explicit direction (e.g. station policy)

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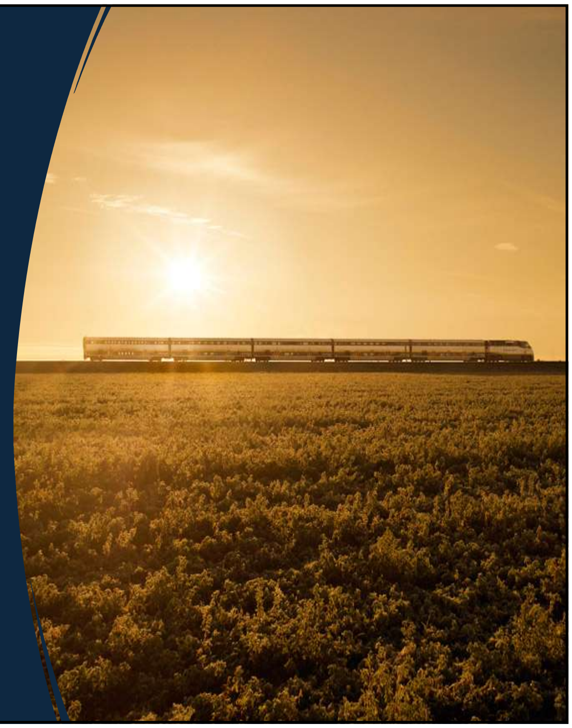
# Updated Vision Principles
(proposed)

- Diversify markets and grow ridership
- Own the customer experience
- Promote environmental stewardship
- Strengthen financial health
- **Apply a pragmatic approach to project planning and delivery**
- **Communicate effectively across rider groups and stakeholders**
- **Prioritize safety through infrastructure and operations**



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# Policy Themes

- **Project costs & delivery:** realistic cost estimates, position projects for funding opportunities, prioritize state-of-good-repair
- **Stations & fares:** all stations comply with CCJPA policy, analyze fares on a regular basis
- **Grade crossings & readiness:** safety a priority, technical assistance to motivated local jurisdictions
- **Service expansion:** adequate rolling stock / storage before expanding service; rolling stock meets or exceeds air quality standards
- **Investment evaluation:** measure both quantitative and qualitative benefits

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PILLAR 3 · SERVICE EXPANSION AND EXTENSIONS

## Capitol Corridor Project Segments

Each segment carries its own sequence of projects.
The segments may advance concurrently and at different rates, but they remain one interconnected system.

SEG. 1 **Sacramento – Roseville – Reno**

SEG. 2 **Oakland – San Jose – Salinas**

SEG. 3 **Sacramento – Oakland – San Francisco**

SEG. 4 **Suisun City – Novato**

Capitol Corridor today

Extension or new connection


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## Discussion / Next Steps

- Refine Principles and Policies with Ad Hoc input
- Incorporate public / stakeholder input into draft Vision Plan
- Ad Hoc Committee reviews draft Vision Plan
- Last Ad-Hoc meeting in October
- Vision Plan proposed for CCJPA Board adoption in November
- After Adoption Develop fact sheet for stakeholders / legislators

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# CCJPA Capital Project Portfolio

Item VII.4b

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# Item VII.5 - Managing Director's Report

Service Performance

California Rail Safety Month Kickoff

2026 Onboard Survey

FIFA World Cup 26™ San Francisco Bay Area

22

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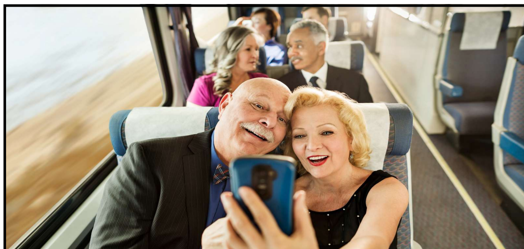

# FY 2026 Capitol Corridor Performance

## October 2025 – July 2026

| Performance Measure | FY 26 YTD Actual | vs FY 25 Prior year | vs ABP Budget | vs FY 19 Pre-Pandemic |
|---|---|---|---|---|
| *Ridership | 1,141,393 | 23% | 15% | -23% |
| *Revenue | $28.5M | 17% | 11% | -10% |
| End-Point OTP | 83% | -5% | -8% | -7% |
| Passenger OTP | 87% | -2% | -3% | 0% |

*The FY26 and FY25 data are preliminary and based on the most recent information provided by Amtrak and does not include Tap2Ride data.*

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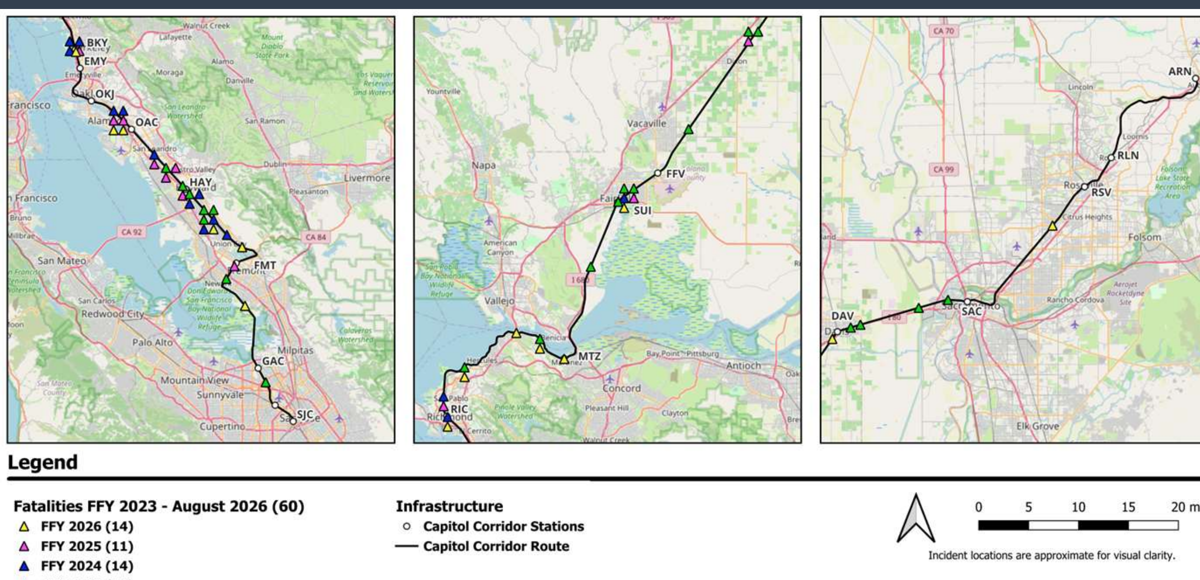
# Trespasser & Vehicle Fatalities (FFY 2023 – FFY 2026)

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# California Rail Safety Month Kickoff at San Jose Diridon Station (9/2)




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# Capitol Corridor 2026 Onboard Survey Key Findings



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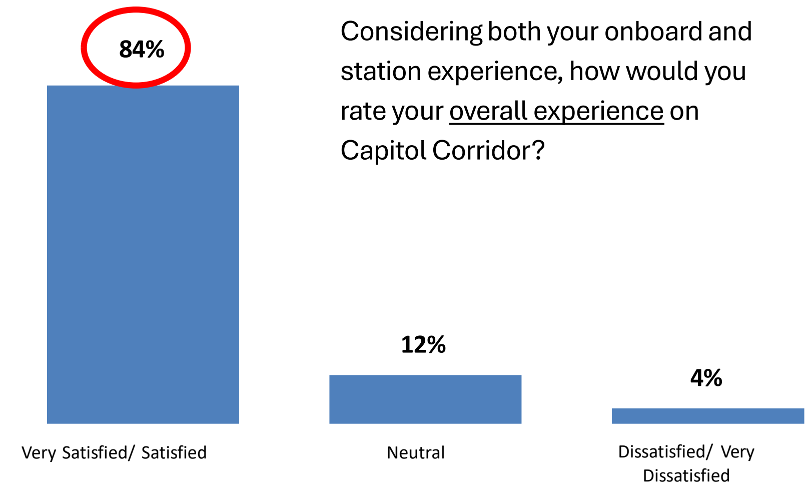
# Overall Satisfaction

**Net Promoter Score: 91%**

Likely or Very Likely to recommend Capitol Corridor to a friend or colleague.




Considering both your onboard and station experience, how would you rate your overall experience on Capitol Corridor?

Top percentages are 46.9% (very satisfied) and 39.9% (satisfied)

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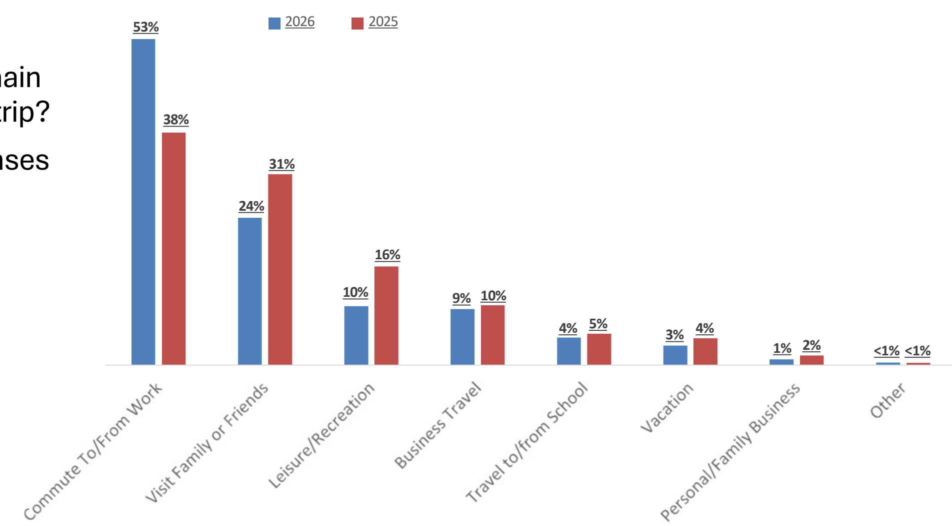
# Trip Purpose

What was the main purpose of this trip?

(Multiple responses accepted)

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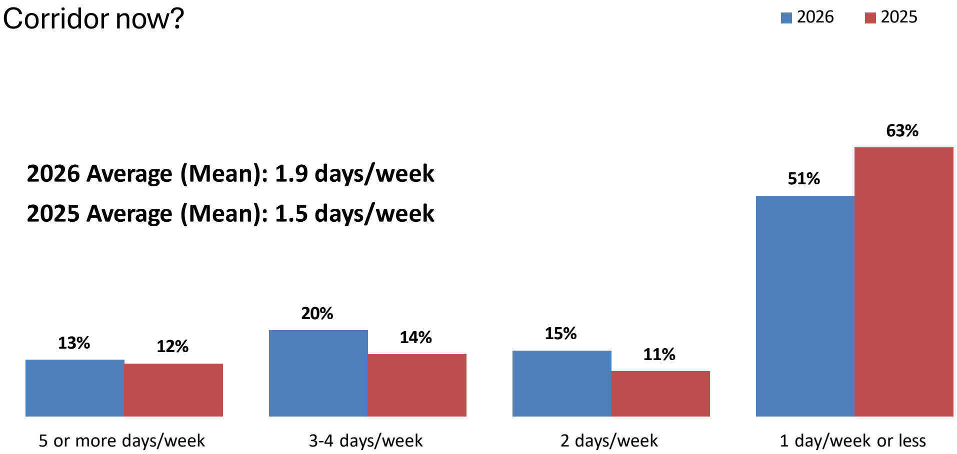
# How often using Capitol Corridor

About how often do you use Capitol Corridor now?

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# Usage and Demographics

- 41 Years old (average)

Average income:

- Weekday riders $143,226 (↑ 10% vs 2025)
- Weekend riders $100,352

**Home location - Top Counties**

1. Sacramento (27%)
2. Alameda (20%)
3. Yolo (9%)
4. Solano (9%)
5. Contra Costa (8%)

**Boarding Station - Top Stations**

1. Sacramento (25%)
2. Emeryville (15%)
3. Oakland – JLS (9%)
4. Davis (9%)
5. Santa Clara – GA (8%)

**Alighting Station – Top Stations**

1. Sacramento (31%)
2. Davis (12%)
3. Emeryville (11%)
4. Richmond (7%)
5. Oakland – JLS (7%)

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# FIFA WORLD CUP 26™ SF BAY AREA

## *Wrap-Up*

31 | Item VII.5

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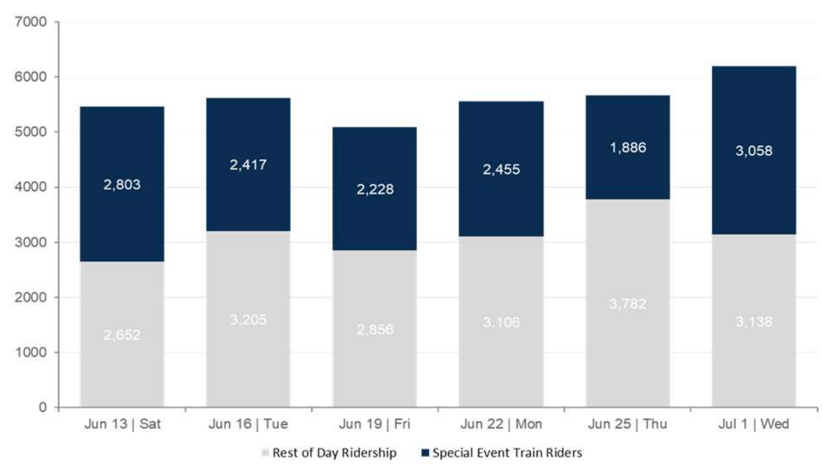
## Special Event Train Ridership

Share of total day ridership carried by dedicated special-event trains

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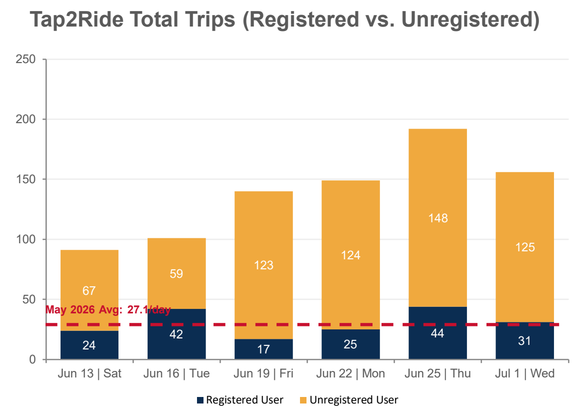
# FIFA Open-Loop Launch




Walk-up (unregistered) taps grew from **3%** of trips in May to **74%** on FIFA game days.

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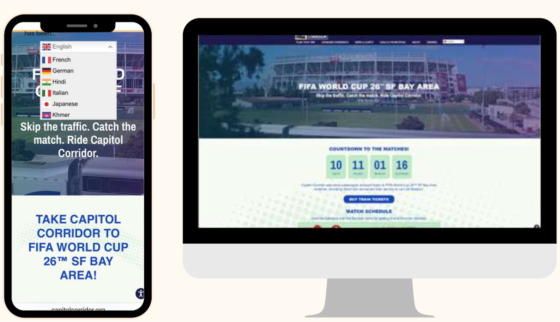
# Website Performance

- **1,000+ visits per day** in June
- An average of 1.5k views per match day page
- Top five languages: English, Spanish, Chinese, Japanese, and French




# Social Media

- May-July: 14 Post (8 Reels, 6 Posts)
- Gained **1,010 new followers**
- Reached **1.75 million users**



**Top Performing Post**

- 43.5k Views
- 436 Likes
- 279 Shares

**Top Performing Reel**

- 14.1k Views
- 386 Likes
- 152 Shares

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# Earned Media

- 2 Press Releases, 1 Joint Press Conference
- **205** media mentions in June
- Univision 19 - Interview + online outlet in Spanish
- **$13.3 million** Advertising Value Equivalency (AVE) generated


# Paid Media


**Bay Area NBC Peacock Digital Livestream**
Peacock, Telemundo: 15s/30s, 100% non-skippable video

**Sacramento – KCSO TV Broadcast + Promotional Package**
KCSO / Telemundo Broadcast TV: World Cup programming, recap shows, prime rotation, ancillary programming, promotional support

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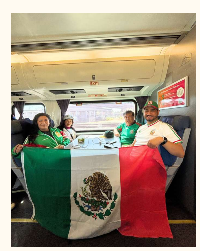
# Rider Appreciation Events

# Our Favorite Moments



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# Meet Our New Team Member

**Kayla Ngai**

Climate Corps Fellow

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**From:** Mimi Kyi
**Sent:** Wednesday, September 16, 2026 8:22 AM
**To:** Mark Foley; Melissa Hernandez; Janice Li; Robert Raburn; Matthew Rinn; Edward Wright;
bhoudesheldt; Ken.Broadway; Suzannejones; rdickinson;
rbrewer; cmaple; SupervisorKennedy; Melissa Lee; Sudhanshu Jain; Linda Sell;
sbird; sbird_fordixoncitycouncil sbird_dixonpd; Steve Bird; ahernandez; rvaccar; JChapman; lucas.frerichs; lucasf; mayra.vega
**Cc:** Robert Franklin; Byron Toma; dmelko; mclick; aadams; rbrandt; Gonzalez-Estay, Manolo R; Greene, Beverly;
sperson; kgregana; rguerrero; abernstein; bvaughanbechtold; Robert Franklin; Jennifer Halpern; Sandra Schrimshe; Mag Tatum; Jeana Zelan
Robert Powers; Monique Salas; Michael Jones; Alfonzo Rigel; Joseph Beach; Nicole Granados; SSabol; tlsmith; gkirbyson; DValdezJones; rkbrown;
ecragin; mogaveror; aescobar; mle; mcasorla; Baltao, Elaine; Garza, Michelle; VTA Board Secretary; Paris, Amy; jmasiclat; lruiz; vjaimes; cgagnon;
Tara.Thronson; emily.ault; michaelspelis; fudvarhely;
estherbeavers; sernst; CCJPA Staff; Angie West; Faoud Karim; Arjimy Quinsay; Iqraam Nabi
**Subject:** [EXTERNAL] Revised Agenda Packet | CCJPA Board of Directors Meeting - Wednesday, September 16, 2026 ***Please Note: Board Meeting Starts at 9:00AM***

**CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!**

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CCJPA Board of Directors,

Please see the revised agenda packet, which includes the two Annual Business Plan letters for agenda item VII.1.

Thank you!

Mimi Kyi | Executive Assistant
Capitol Corridor Joint Powers Authority | 2150 Webster St, 3rd Floor, Oakland, CA 94612
Mobile: (510) 506-9540 | Email: mimik@capitolcorridor.org

**CAPITOL CORRIDOR JOINT POWERS AUTHORITY**
**MEETING OF THE BOARD OF DIRECTORS**
**Wednesday, September 16, 2026 | 9:00 a.m.**

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

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

- **In person** in the Solano Transportation Authority Board Room located at 423 Main Street, 1st Floor, Suisun City, CA 94585 *or* any of the teleconference locations listed below; *or*
- **Via telephone** by calling 1-833-548-0282 (Toll Free) and entering access code **898 8981 1506**; *or*
- **Via Zoom** by logging into Zoom.com and entering access code **898 8981 1506**; *or*
- **Via Zoom** by typing the Zoom link https://us06web.zoom.us/j/89889811506 into your web browser.

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

| | |
|---|---|
| BART Headquarters / CCJPA Offices<br>2150 Webster St., Oakland, CA 94612<br>1st Floor – Bid Room 161 | Valley Transportation Authority (VTA) Offices<br>3331 North First Street, San Jose, CA 95134<br>Building B, Room B-164 |
| Scott Haggerty Heritage House<br>4501 Pleasanton Ave., Pleasanton, CA 94566<br>Front Conference Room | Additional Teleconference Location<br>2004 Denton Ct, Rocklin, CA 95765 |

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

**Public comments may be submitted via the following methods:**

1. **Written** comments:
   - Send via email to ccjpaboard@capitolcorridor.org.
   - Indicate "Public Comment" as the subject line.
   - Please submit your comments as far in advance as possible. Emailed comments received by 3:00 pm on Tuesday, September 15th 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 **898 8981 1506**, 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 **898 8981 1506**, and use the raise hand feature; *or*
    - Join the Board meeting via the Zoom link https://us06web.zoom.us/j/89889811506 and use the raise hand feature.

**AGENDA**

I. Call to Order

II. Roll Call and Pledge of Allegiance *(Est. Time: 5 minutes)*

III. Closed Session

1. Conference with Legal Counsel – Existing Litigation
   Name of case: Union Pacific Corp. and Union Pacific Railroad Co. – Control – Norfolk Southern Corp. and Norfolk Southern Co.
   Case number: Surface Transportation Board Docket No. FD 36873
   Government Code Section: 54956.9(d)(1)

IV. Open Session

1. Announcement from Closed Session, if any

V. Report of the Chair (*Est. Time: 5 minutes*)

VI. Consent Calendar *(Est. Time: 5 minutes)* *Action*

1. Approve Minutes of the June 17, 2026 Meeting
2. Approve 2027 Board of Directors Meeting Schedule
3. Authorize Cooperative Agreement with the State of California Department of Transportation for the Phase 1 Fare Reduction Program Under the Yolo 80 Corridor Improvements Project Vehicle Miles Travelled (VMT) Mitigation
4. Authorize Five-Year Station Electronic Bicycle Lockers (eLockers) Operations and Maintenance (O&M) Agreement
5. Authorize Amendments to Union Pacific Railroad (UPRR) Agreements for Preliminary Engineering Services for Agnew Siding, Preliminary Engineering Services for Davis Crossover, Design Review Services for Sacramento Roseville Third Track, and Preliminary Engineering Services for Santa Clara Crossover
6. Authorize Union Pacific Railroad (UPRR) Agreements for the Berkeley Station Track Renewal Project, Martinez Subdivision Undercutting Project, and Fairfield Culvert Replacement Project
7. Authorize Amendment to the 2021 Master Services Agreement with HDR for On-Call Planning, System Operations, and Engineering Services for the Sacramento-Roseville Third Main Track National Environmental Policy Act (NEPA) Process
8. Authorize Amendment to Legal Services Agreement with Kaplan Kirsch & Rockwell
9. Approve State Rail Assistance Discretionary Funding for Agnew Siding and Davis Crossover Projects

VII. Action and Discussion Items

1. Adopt CCJPA Fiscal Year 2026-27 Budget *(Est. Time: 15 minutes)* *Action*
2. Authorize Master Services Agreements for On-Call Planning, System Operations, and Engineering Professional Services with Up to Three Consulting Firms *(Est. Time: 10 minutes)* *Action*

3. Legislation and Funding Update – State and Federal *(Est. Time: 10 minutes)* *Action*
4. CCJPA Capital Project Update *(Est. Time: 20 minutes)*
    a. Vision Plan Midpoint Check *Info*
    b. CCJPA Capital Project Portfolio *Info*
5. Managing Director's Report (including Program and Project Updates) *(Est. Time: 15 minutes)* *Info*

VIII. Board Director Reports *(Est. Time: 5 minutes)*
IX. Public Comments *(Est. Time: 10 minutes)*
X. Adjournment. Next Meeting Date: 10:00 a.m., November 18, 2026 – San Francisco Bay Area Rapid Transit (BART) Board Room in Oakland, CA

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 149th MEETING (REGULAR)
# WEDNESDAY, JUNE 17, 2026

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

## MEETING DESCRIPTION

The 149th meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held in person at 10:00 a.m. on Wednesday, June 17, 2026, at BART Headquarters / CCJPA Offices, 2150 Webster St., Oakland, CA 94612, 1st Floor – Board Room, and via simultaneous teleconference at the following locations:

- Valley Transportation Authority (VTA) Offices, 3331 North First Street, Building B, Room B-164, San Jose, CA 95134;
- 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;
- Sacramento City Hall, 915 I Street, 5th Floor, Office of Councilmember Roger Dickinson, Sacramento, CA 95814; and
- Sacramento City Hall, 915 I Street, 5th Floor, Office of Councilmember Caity Maple, Sacramento, CA 95814.

Director Robert Raburn presided until Chair Bruce Houdesheldt arrived during Item V.1 and assumed the chair; Robert Franklin served as Recording Secretary.

## I. CALL TO ORDER

Chair Raburn called the meeting to order at 10:10 a.m.

## II. ROLL CALL AND PLEDGE OF ALLEGIANCE

Directors Present at the BART Headquarters / CCJPA Offices, in Oakland:
Chair Bruce Houdesheldt (arrival at 10:31 a.m.); Robert Raburn; Mark Foley; Edward Wright; Matthew Rinn; Ken Broadway (arrival at 10:28 a.m.); Sudhanshu Jain.

Directors Present via Teleconference in Sacramento:
Roger Dickinson; Caity Maple (alternate for Director Brewer).

Directors Present via Teleconference in San Jose:
Linda Sell.

Directors Present via Teleconference in Yolo County:
Lucas Frerichs.

Directors Absent:
Melissa Hernandez; Alma Hernandez; Steve Bird; Rod Brewer; Josh Chapman; and Janice Li.

Director Raburn led the Pledge of Allegiance.

## III. REPORT OF THE CHAIR

Director Raburn opened the meeting by reviewing meeting procedures and outlining the public comment process for both in-person and teleconference participants.

## IV. CONSENT CALENDAR

Director Raburn brought the following Consent Calendar items before the Board:

1. Approve Minutes of the April 15, 2026 Meeting.
2. Authorize Transit Service Agreement with El Dorado County Transit Authority and City of Lake Tahoe for the El Dorado Transit Bus Purchase.
3. Authorize Construction Agreement for Agnew Siding Utilities Relocation Construction Project.

Public Comment
No public comments were received.

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

1. The Minutes of the April 15, 2026 meeting were approved.
2. Resolution No. 26-10, In the Matter of Authorizing the Transit Service Agreement with El Dorado Transit and the City of South Lake Tahoe for the El Dorado Transit Bus Purchase, was adopted. *(9-0)*
3. Resolution No. 26-11, In the Matter of Authorizing Delegation of Authority for the Executive Director to Award the Agnew Siding Utility Relocation Contract Timely Following Bid Openings, was adopted. *(9-0)*

*Vote Summary:*
*Moved / Seconded: Director Jain/Director Rinn*
*Aye: (9) Dickinson, Foley, Frerichs, Jain, Raburn, Rinn, Sell, Wright, Maple (alt.)*
*No: (0)*
*Abstain: (0)*
*Result: (9-0) motion carried by unanimous roll call vote.*

## V. ACTION AND DISCUSSION ITEMS

1. Authorize Agreements with California High Speed Rail Authority (CHSRA) for National Environmental Policy Act (NEPA) Lead Agency Services for the Sacramento to Roseville Third Track and South Bay Connect Projects. (Resolution No. 26-12)

   Presented by Jim Allison, Senior Manager of Planning, with introductory and supplemental comments by Managing Director Robert Padgette.

   Public Comment

   Roland Lebrun addressed the Board.

   Discussion

   The item was discussed by Board members and staff.

Action

Upon motion by Director Raburn and second by Director Dickinson, Resolution No. 26-12, In the Matter of Authorizing Two Interagency Agreements with the California High Speed Rail Authority for National Environmental Policy Act Lead Agency Services for the Sacramento to Roseville Third Main Track and South Bay Connect Projects, was adopted. *(11-0)*

*Vote Summary:*
*Moved / Seconded: Director Raburn / Director Dickinson*
*Aye: (11) Houdesheldt, Broadway, Dickinson, Foley, Frerichs, Jain, Raburn, Rinn, Sell, Wright, Maple (alt.)*
*No: (0)*
*Abstain: (0)*
*Result: (11-0), motion carried by unanimous roll call vote.*

Chair Houdesheldt entered the meeting at 10:31 a.m.

2. Caltrans Fleet Plan.
   Presented by Kyle Gradinger, Chief, Caltrans Division of Rail and Mass Transportation.

   Public Comment

   Roland Lebrun and Justin Penman 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.

3. CCJPA Capital Project Update.
   a. Tap2Ride Update
   b. CCJPA Capital Project Portfolio

   Presented by Rob Padgette, Managing Director, and Stuart Bishop, Project Manager for the Tap2Ride program.

   Public Comment

   No public comments were received.

   Discussion

   The item was discussed by Board members and staff.

Action

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

4. Legislation and Funding Update – State and Federal.

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

   Public Comment

   No public comments were received.

   Discussion

   The item was discussed by Board members and staff.

   Action

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

5. Managing Director's Report.
   Rob Padgette, Managing Director, provided the Board with an update.

   Public Comment

   No public comments were received.

   Discussion

   The item was discussed by Board members and staff.

   Action

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

## VI. BOARD DIRECTOR REPORTS

Chair Houdesheldt called for Board Member reports. Director Raburn and Director Jain provided reports.

## VII. PUBLIC COMMENTS

No public comments were received.

## VIII. ADJOURNMENT

The meeting adjourned at 11:52 a.m. Next Meeting Date: 10:00 a.m., September 16, 2026 – Solano Transportation Authority Board Room in Suisun City, CA.

**Item VI.2 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **2027 CCJPA Board of Directors Meeting Schedule**

**PURPOSE**
For the CCJPA Board to adopt the Capitol Corridor Joint Powers Authority Board of Directors' meeting schedule during Calendar Year 2027.

**BACKGROUND**
Pursuant to the CCJPA By-Laws, staff provided to the CCJPA member agency staff a draft schedule for the CCJPA Board meetings in Calendar Year 2027. Given the change in the approach to allow for remote participation by the public and the resulting technical requirements that come with such an approach, the proposed schedule alternates between two locations that offer a high level of technical support. Based on feedback from the CCJPA member agencies, the following schedule is being submitted to the CCJPA Board for adoption:

| Date | Time | Location |
|---|---|---|
| February 17, 2027 | 10:00 am | Oakland, BART Headquarters |
| April 21, 2027 | 10:00 am | Suisun, Solano Transportation Authority |
| June 16, 2027 | 10:00 am | Oakland, BART Headquarters |
| September 15, 2027 | 10:00 am | Suisun, Solano Transportation Authority |
| November 17, 2027 | 10:00 am | Oakland, BART Headquarters |

**RECOMMENDATION**
It is recommended that the CCJPA Board adopt the 2027 Capitol Corridor Joint Powers Authority Board of Directors meeting schedule.

Motion: The CCJPA Board adopts the attached meeting schedule.

# 2027 CCJPA Board of Directors Meeting Schedule

## -DRAFT-

| Date | Time | Location |
|---|---|---|
| February 17, 2027 | 10:00 am | Oakland, BART Headquarters |
| April 21, 2027 | 10:00 am | Suisun, Solano Transportation Authority |
| June 16, 2027 | 10:00 am | Oakland, BART Headquarters |
| September 15, 2027 | 10:00 am | Suisun, Solano Transportation Authority |
| November 17, 2027 | 10:00 am | Oakland, BART Headquarters |

**ADOPTED:** ______________________________
**CCJPA BOARD OF DIRECTORS**

**Item VI.3 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Cooperative Agreement with the State of California Department of Transportation for the Phase 1 Fare Reduction Program Under the Yolo 80 Corridor Improvements Project Vehicle Miles Travelled (VMT) Mitigation**

**PURPOSE**

For the CCJPA Board to authorize a Cooperative Agreement with the State of California Department of Transportation (Caltrans) for the Phase 1 Fare Reduction Program with negotiated terms of the Caltrans District 3 (D3) Yolo Interstate 80 vehicle miles traveled (VMT) mitigation fare reduction program, which has been refined since the Board's initial approval in September 2025.

**BACKGROUND**

In adoption of Resolution 24-4 in February 2024, the CCJPA Board previously approved the CCJPA to participate in a program to mitigate vehicle miles traveled (VMT) for the implementation of Caltrans' planned Interstate 80 Managed Lane Project. At that time, the funding levels were not yet determined, and several mitigation options were possible. In September 2025, under Resolution 25-25, the CCJPA Board approved a funding agreement with Caltrans for $10,000,000 to develop a fare reduction program to achieve a 12.6M VMT reduction associated with the I-80 Managed Lane Project, applicable to trips crossing the Yolo Causeway between Sacramento and Davis, with complementary fare adjustments at neighboring "affected" stations to avoid an inconsistent fare structure in which a longer-distance trip could end up costing less than a shorter-distance trip.

Since that approval, CCJPA and Caltrans D3 have negotiated the program's funding level, fare reduction range, duration, and VMT target, as detailed below. Today, we are requesting the CCJPA Board's authorization of the negotiated Cooperative Agreement with Caltrans for the Phase 1 Fare Reduction Program.

*Updated Program Terms and Performance Criteria*

Caltrans will fund CCJPA's Phase 1 Fare Reduction Program to mitigate increased VMT from the Yolo 80 Corridor Improvement Project under the proposed negotiated terms and performance criteria detailed in the third column of the table below.

| Funding Agreement Terms & Performance Criteria | Initial–<br>Sept 2025 | Proposed Negotiated–<br>Sept 2026 |
|---|---|---|
| **Funding Amount** | $10,000,000 | $9,000,000 |
| **Fare Reduction** | Estimated 20% to 25% | 8% to 15% |
| **Program Duration** | Estimated 2 – 2.5 years | 3 years, 7 months |
| **VMT Reduction Target** | 12.6M cumulative total | 2.92M per year |

Relative to the funding and mitigation parameters presented to the Board in September 2025, this represents a reduced funding amount ($9M vs. up to $10M), a defined fare reduction range (8%–15%) in place of the previously estimated 20–25% reduction, and a fixed 3-year, 7-month performance period against an annual VMT target rather than an open-ended cumulative target. Staff will continue to structure the fare reduction across applicable ticketing products and "affected" neighboring stations to avoid an inconsistent fare structure, consistent with the approach described in the original September 2025 memo, and will report back to the Board as Phase 1 is implemented and whether a subsequent phase is contemplated.

The funding will be provided to CCJPA in one advance lump-sum payment shortly after the Cooperative Agreement is executed and will be used to support fare subsidies, administrative expenses, and marketing efforts. Under this program, CCJPA will be required to submit biannual monitoring reports to track program performance and specifically progress toward achieving the annual 2.92M VMT reduction target. In the event that the VMT reduction target is not met, CCJPA may reinvest the agreed-upon funding amount in alternative mitigation measures subject to prior written approval by Caltrans. It is expected that CCJPA will utilize one hundred percent of the funds provided by Caltrans for the successful completion of the Phase 1 Fare Reduction Program; however, after CCJPA completes its accounting of costs, any amount of Caltrans funding remaining after actual costs have been deducted must be promptly refunded to Caltrans.

**RECOMMENDATION**
It is recommended that the CCJPA Board approve acceptance of $9,000,000 in Caltrans D3 Yolo Interstate 80 mitigation funding for the Phase 1 Fare Reduction Program under the negotiated terms and performance criteria above and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements, pending legal review and approval as to form by CCJPA General Counsel, for the implementation of the program.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approving Updated Terms for the Caltrans District 3 Yolo Interstate 80 Mitigation Phase 1 Fare Reduction Program/

Resolution No. 26-13

**WHEREAS,** representatives from the State of California Department of Transportation (Caltrans) District 3 (D3) approached Capitol Corridor Joint Powers Authority (CCJPA) staff concerning the ability to utilize Capitol Corridor Intercity Passenger Rail service to reduce vehicle miles traveled (VMT) and associated air quality impacts for their planned Interstate 80 Managed Lane Project;

**WHEREAS,** by Resolution 24-4 and by action of the CCJPA Board in February 2024, the CCJPA was authorized to participate in the Caltrans District 3 vehicle miles traveled (VMT) mitigation program for the D3 Interstate 80 Managed Lane Project and to receive mitigation funding for implementation of a fare reduction program; and

**WHEREAS,** under Resolution 25-25, the CCJPA Board approved a funding agreement with Caltrans for $10,000,000 to develop a fare reduction program to achieve a 12.6M VMT reduction associated with the I-80 Managed Lane Project, applicable to trips crossing the Yolo Causeway between Sacramento and Davis; and

**WHEREAS**, CCJPA and Caltrans D3 have since negotiated the terms of the Phase 1 Fare Reduction Program, under which Caltrans will provide $9,000,000 in funding for a fare reduction of 8% to 15% on trips crossing the Yolo Bypass, over a program duration of three (3) years and seven (7) months, targeting an annual VMT reduction of 2.92M; and

**RESOLVED**, that the CCJPA Board approves the proposed negotiated terms of the Phase 1 Fare Reduction Program as described above, superseding the preliminary funding and performance estimates presented in September 2025; and

**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 and agreements, pending legal review and approval as to form by the CCJPA Office of General Counsel, for the implementation of the Phase 1 Fare Reduction Program.

# # #

| **ACTION: DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.4 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Five-Year Station Electronic Bicycle Lockers (eLockers) Operations and Maintenance (O&M) Agreement**

**PURPOSE**

For the CCJPA Board to authorize a sole-source agreement with eLock Technologies for the continued operations and maintenance of BikeLink eLockers at Capitol Corridor stations, for a five-year term beginning January 1, 2027, and ending December 31, 2032, in an amount not to exceed $125,000.

**BACKGROUND**

Capitol Corridor has offered secure, on-demand eLockers as a station amenity since 2017, giving riders who bike (or use their scooter) to the station a way to store their equipment safely at the station rather than carry it aboard the train. The eLockers are accessed and managed through BikeLink, a proprietary reservation, access-control, and payment platform that allows customers to rent a locker by the trip, day, or longer term using a smartcard, key fob, or mobile app, and that gives CCJPA staff real-time visibility into locker availability, usage, and maintenance needs across the corridor.

eLock Technologies is the developer and owner of the BikeLink platform and the sole provider of the operations, maintenance, and software support services needed to keep the eLocker network functioning — including remote system monitoring, locker firmware and payment-system updates, customer account and access support, and field maintenance of the locker hardware installed at Capitol Corridor stations. CCJPA has relied on eLock Technologies for this support since the lockers were first installed, and the current agreement covering these services is approaching the end of its term.

Secure bicycle and scooter parking is an important amenity for Capitol Corridor customers who use active transportation and micromobility to complete the first and last mile of their trip. Without a secure, weatherproof place to leave a bike or scooter at the station, many riders bring their equipment onto the train, taking up space in the passenger cars and bike storage areas that could otherwise be used for additional seating, luggage, or other bikes. Well-maintained eLockers give customers confidence that their bike or scooter will be safe and dry while they are away, which in turn reduces demand for onboard storage capacity and helps make the boarding and de-boarding process smoother for all passengers.

Continued investment in the eLocker program supports CCJPA's broader goals of encouraging sustainable connections to and from its stations and improving the overall customer experience. Discontinuing operations and maintenance support would leave the existing lockers unusable, eliminating a station amenity that a portion of Capitol Corridor's ridership depends on and shifting that storage burden back onto the trains.

The BikeLink software platform that operates eLockers is proprietary to eLock Technologies. No other vendor has access to, or the ability to operate, maintain, or update, the BikeLink system that controls the existing locker hardware at Capitol Corridor stations. Because the operations and maintenance services required are inseparable from the proprietary software and hardware already deployed, staff has determined that eLock Technologies is the only qualified provider of these services and that a competitive procurement process is not practicable. Staff therefore requests Board authorization to proceed with this agreement as a sole-source procurement, consistent with CCJPA's procurement policy provisions governing sole-source awards.

**RECOMMENDATION**

It is recommended that the CCJPA Board authorize a sole-source agreement with eLock Technologies for an amount not to exceed $125,000, for the operations and maintenance of BikeLink eLockers at Capitol Corridor stations, for the term January 1, 2027 through December 31, 2032.

<u>Motion</u>: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Agreement with eLock Technologies For Operations and Maintenance of Station eLockers/ — Resolution No. 26-14

**WHEREAS,** the Capitol Corridor Joint Powers Authority ("CCJPA") offers secure, electronic bicycle lockers ("eLockers") as a station amenity to support customers who bike or take their scooters to Capitol Corridor stations; and

**WHEREAS,** the eLockers are operated through BikeLink, a proprietary reservation, access-control, and payment platform owned by eLock Technologies, which allows customers to securely store bicycles and scooters at the station rather than carry them aboard the train; and

**WHEREAS**, continued availability of secure bicycle and scooter parking at Capitol Corridor stations reduces demand for onboard bicycle and scooter storage, supports customer connections to and from stations, and enhances the overall customer experience; and

**WHEREAS**, eLock Technologies is the developer and sole owner of the proprietary BikeLink software platform, and no other vendor has the ability to provide the operations, maintenance, and software support services required to keep the existing eLocker network functioning; and

**WHEREAS**, CCJPA staff has determined that a competitive procurement process is not practicable because the required services are inseparable from the proprietary BikeLink platform already deployed at Capitol Corridor stations, and that this procurement qualifies as a sole-source award consistent with CCJPA's procurement policy; and

**WHEREAS**, sufficient funding for this agreement is anticipated to be included in CCJPA's applicable operating budget(s) for the corresponding fiscal years; and therefore be it

**RESOLVED,** that the Board finds that eLock Technologies is the sole source provider capable of performing the operations and maintenance services required for the BikeLink-operated eLockers at Capitol Corridor stations, and that a competitive procurement process for these services is not practicable; and

**BE IT FURTHER RESOLVED,** that the Board authorizes a sole-source agreement with eLock Technologies for the operations and maintenance of the eLockers at Capitol Corridor stations, for a five-year term beginning January 1, 2027, and ending December 31, 2032, in an amount not to exceed $124,250; and

**BE IT FURTHER RESOLVED,** that the CCJPA Executive Director, or their designee, is authorized to take any and all actions, and to execute any and all agreements, necessary to carry out the intent of this Resolution.

# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | ____________________<br>**Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.5 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Amendments to Union Pacific Railroad (UPRR) Agreements for Preliminary Engineering Services for Agnew Siding, Preliminary Engineering Services for Davis Crossover, Design Review Services for Sacramento Roseville Third Track, and Preliminary Engineering Services for Santa Clara Crossover**

**PURPOSE**
For the CCJPA Board to authorize amendments to multiple agreements with Union Pacific Railroad (UPRR) to extend, or in some cases add, termination dates for agreements related to Agnew Siding, Davis Crossover, Sacramento-Roseville Third Track, and Santa Clara Crossover projects.

**BACKGROUND**
The Capitol Corridor Joint Powers Authority (CCJPA) has entered into agreements with Union Pacific Railroad (UPRR) for services associated with several Capitol Corridor infrastructure projects. These agreements include UPRR design review services for the Sacramento-Roseville Third Track Project; preliminary engineering services for the Agnew Siding Project; preliminary engineering services for the Davis Crossovers Project; and preliminary engineering services for the Santa Clara Crossover Project.

The agreements support UPRR design review and engineering activities necessary to advance these projects within the UPRR-owned rail corridor. As the owner of the rail corridor used by Capitol Corridor trains, UPRR reserves the exclusive right to review and approve improvements proposed for its property. The proposed amendments will not increase the authorized funding amounts for any of the following agreements.

**Agnew Siding Preliminary Engineering Services Agreement**
The Agnew Siding Project agreement was previously authorized by the CCJPA Board through Resolution 19-8, which accepted State Rail Assistance funding and authorized a budget for the Agnew Siding Project. Under this agreement, UPRR performs preliminary engineering services for a proposed new siding near Milepost 41 on the Coast Subdivision, including field inspections, design review, and preparation of UPRR work estimates. CCJPA staff proposes extending the agreement to April 30, 2030, to allow UPRR to continue providing the necessary design review and engineering services.

**Davis Crossovers Preliminary Engineering Services Agreement**
The Davis Crossovers Project agreement was previously authorized through Resolution 19-30 and supports the upgrade of existing crossovers near the Davis Depot, with CCJPA managing the track design and UPRR providing engineering review and railroad-related services. CCJPA staff propose extending the agreement to December 31, 2032, to allow UPRR sufficient time to complete the necessary engineering and design review.

**Sacramento-Roseville Third Track Design Review Services Agreement**
The Sacramento-Roseville Third Track Project agreement with UPRR, previously authorized through Resolution 16-15, provides engineering design and coordination support to advance the project. The agreement allows UPRR to perform eligible engineering and coordination activities, including signal design, utility and right-of-way coordination, plan review, project administration, and meeting support. CCJPA staff propose extending the agreement to July 31, 2036, to allow UPRR sufficient time to complete the necessary engineering and design review.

**Santa Clara Crossover Preliminary Engineering Services Agreement**
The Santa Clara Crossover Project agreement with UPRR was previously authorized through Resolution No. 22-27 and allows UPRR to perform preliminary engineering services for a proposed new crossover near Milepost 44 on the Coast Subdivision, including field inspections, design review, and preparation of UPRR work estimates. CCJPA staff propose extending the agreement to April 30, 2030, to allow UPRR to complete the necessary engineering and prepare for construction.

**RECOMMENDATION**
It is recommended that the CCJPA Board approve amendments to the UPRR agreements for the Agnew Siding, Davis Crossover, Sacramento-Roseville Third Track, and Santa Clara Crossover projects to extend or establish end dates as follows:

- Agnew Siding Preliminary Engineering Agreement: Extend end date to April 30, 2030.;
- Davis Crossovers Preliminary Engineering Agreement: Establish/extend end date to December 31, 2032;
- Sacramento-Roseville Third Track Design Review Agreement: Extend end date to July 31, 2036; and
- Santa Clara Crossover Preliminary Engineering: Establish/extend end date to April 30, 2030.

It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Projects.

<u>Motion</u>: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Amendments to Agreements with Union Pacific Railroad (UPRR) to Extend or Establish End Dates for Sacramento-Roseville Third Track, Agnew Siding, Davis Crossover, and Santa Clara Crossover Projects/

Resolution No. 26-15

**WHEREAS,** the Capitol Corridor Joint Powers Authority (CCJPA) has entered into agreements with Union Pacific Railroad (UPRR) for services associated with the Sacramento-Roseville Third Track, Agnew Siding, Davis Crossover, and Santa Clara Crossover projects; 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 Board previously authorized funding and agreements associated with the Sacramento-Roseville Third Track Project through Resolution 16-15; and

**WHEREAS,** the CCJPA Board previously authorized a budget and agreements for Santa Clara Crossover design review through Resolution No. 22-14; and

**WHEREAS,** the CCJPA Board previously accepted State Rail Assistance funding and authorized a budget and agreements for the Agnew Siding Project through Resolution 19-8; and

**WHEREAS,** the CCJPA Board previously authorized a budget and associated agreements for Davis Crossover preliminary engineering through resolution 19-30; and

**WHEREAS,** amendments to the existing agreements are necessary to extend, or in some cases establish, end dates to allow UPRR to continue providing the necessary design review and preliminary engineering services for the Projects and will not increase the authorized funding amount; and therefore be it

**RESOLVED**, that the CCJPA Board does hereby authorize amendments to the UPRR agreements for the Sacramento-Roseville Third Track, Agnew Siding, and Santa Clara Crossover projects to extend or establish the agreement end dates as follows:

- Agnew Siding Preliminary Engineering Agreement: Extend end date to April 30, 2030;
- Davis Crossovers Preliminary Engineering Agreement: Extend end date to December 31, 2032;
- Sacramento-Roseville Third Track Design Review Agreement: Extend end date to July 31, 2036; and
- Santa Clara Crossover Preliminary Engineering: Establish/extend end date to April 30, 2030.

**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.

# # #

<table>
<tr><td>ACTION: DATE:</td><td>ATTEST:</td></tr>
<tr><td>Ayes:</td><td rowspan="3">_____________________<br>Robert Franklin<br>Secretary</td></tr>
<tr><td>Noes:</td></tr>
<tr><td>Abstain:</td></tr>
</table>

**Item VI.6 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Union Pacific Railroad (UPRR) Agreements for the Berkeley Station Track Renewal Project, Martinez Subdivision Undercutting Project, and Fairfield Culvert Replacement Project**

### PURPOSE

For the CCJPA Board to approve three agreements with Union Pacific Railroad (UPRR) for the Berkeley Station Track Renewal, Martinez Subdivision Roadbed Stabilization, and Fairfield Culvert Replacement Projects.

### BACKGROUND

The Capitol Corridor Joint Powers Authority (CCJPA) staff, in partnership with the Union Pacific Railroad (UPRR), has identified three projects to address track and infrastructure conditions along the Capitol Corridor route. The projects include Berkeley Station Track Renewal, Martinez Subdivision Roadbed Stabilization, and Fairfield Culvert Replacement. CCJPA proposes entering into agreements with UPRR to perform the work associated with each Project. UPRR owns the railroad infrastructure used by Capitol Corridor trains and, as such, reserves the exclusive right to perform work on its property.

**Berkeley Station Track Renewal**

The Berkeley Station Track Renewal Project will replace approximately 560 feet of track at the Berkeley Amtrak depot to address deteriorating track conditions. The location is currently subject to a slow order, with the potential for further speed restrictions if conditions continue to deteriorate. The Project will also include removal and reinstallation of pedestrian crossings. The UPRR cost estimate for this agreement is $391,000.

**Martinez Subdivision Roadbed Stabilization**

The Martinez Subdivision Roadbed Stabilization Project will address significant track and ballast deterioration along approximately 3,000 feet of both main tracks between MP 43.43 and MP 44 on the Martinez Subdivision. The project will undercut the track to lower it back to the roadbed, establish a proper center of gravity, improve the condition of the track and adjacent right-of-way, and prepare the location for future stabilization improvements. The UPRR cost estimate for this is $442,800.

**Fairfield Culvert Replacement**
The Fairfield Culvert Replacement Project will replace a failed and leaking culvert at milepost 50.07 on the Martinez subdivision. The deteriorated culvert allows ballast to migrate into the drainage system and could result in future speed restrictions if conditions worsen. The UPRR cost estimate for this agreement is $348,000.

Each of the above proposed agreements include a twenty percent contingency to account for unforeseen costs associated with performing the work. The Projects are expected to be funded with available Minor Capital Improvement Program (MCIP) funding, which is allocated annually by the California State Transportation Agency (CalSTA) under CCJPA's Annual Business Plan process to address railroad infrastructure needs that improve the safety, reliability, and condition of the Capitol Corridor route. Remaining funding needs for these agreements will be supported by available CCJPA Operating Funding Reserves and/or State Railroad Assistance (SRA) funding under the Infrastructure Reliability SRA budget category.

**RECOMMENDATION**
It is recommended that the CCJPA Board approve agreements with Union Pacific Railroad for the Berkeley Station Track Renewal Project in an amount not to exceed $391,000, the Martinez Subdivision Roadbed Stabilization Project in an amount not to exceed $442,800, and the Fairfield Culvert Replacement Project in an amount not to exceed $348,000. It is further recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for implementation of the Projects.

<u>Motion</u>: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Agreements with Union Pacific Railroad (UPRR) for the Berkeley Station Track Renewal, Martinez Subdivision Roadbed Stabilization, and Fairfield Culvert Replacement Projects/

Resolution No. 26-16

**WHEREAS**, the Capitol Corridor Joint Powers Authority (CCJPA) staff, in partnership with the Union Pacific Railroad (UPRR), have identified three projects to address track and infrastructure conditions along the Capitol Corridor route; and

**WHEREAS,** the Berkeley Station Track Renewal Project will replace approximately 560 feet of track at the Berkeley Amtrak depot to address fouled ballast, poor tie conditions, and poor track surface conditions; and

**WHEREAS,** the Martinez Subdivision Roadbed Stabilization Project will undercut approximately 3,000 feet of both main tracks between MP 43.43 and MP 44 to address significant ballast loss and track surface issues and improve the condition of the track and adjacent right-of-way; and

**WHEREAS,** the Fairfield Culvert Replacement Project will remove and replace a failed and leaking culvert at MP 50.07 to prevent further ballast loss and deterioration; and

**WHEREAS,** Union Pacific Railroad (UPRR) is the owner of the railroad infrastructure used by Capitol Corridor trains and reserves the exclusive right to perform work on its property and requires agreements to perform the work on UPRR-owned railroad property; and

**WHEREAS,** the Capitol Corridor Joint Powers Authority (CCJPA) utilizes Minor Capital Improvement Program (MCIP) funds to address railroad infrastructure needs that improve the safety, reliability, and condition of the Capitol Corridor route; and

**WHEREAS,** the requested agreement amounts are $391,000 for the Berkeley Station Track Renewal Project, $442,800 for the Martinez Subdivision Roadbed Stabilization Project, and $348,000 for the Fairfield Culvert Replacement Project; and therefore be it

**RESOLVED**, that the CCJPA Board does hereby authorize agreements with Union Pacific Railroad in amounts not to exceed $391,000 for the Berkeley Station Track Renewal Project, $442,800 for the Martinez Subdivision Roadbed Stabilization Project, and $348,000 for the Fairfield Culvert Replacement Project, to be funded with available Minor Capital Improvement Program funds, and if needed, CCJPA Operating Funding Reserves or State Rail Assistance (SRA) funding; and

**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.

# # #

<table>
<tr><td>ACTION: DATE:</td><td>ATTEST:</td></tr>
<tr><td>Ayes:</td><td rowspan="3">_____________________<br>Robert Franklin<br>Secretary</td></tr>
<tr><td>Noes:</td></tr>
<tr><td>Abstain:</td></tr>
</table>

**Item VI.7 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Amendment to the 2021 Master Services Agreement with HDR for On-Call Planning, System Operations, and Engineering Services for the Sacramento-Roseville Third Main Track National Environmental Policy Act (NEPA) Process**

**PURPOSE**

For the CCJPA Board to authorize CCJPA staff to amend the Master Services Agreement (MSA) with HDR for on-call planning, system operations, and engineering services to extend the term applicable to the Sacramento to Roseville Third Main Track (Roseville 3MT) National Environmental Policy Act (NEPA) work directive beyond the MSA's current December 31, 2027 expiration date.

**BACKGROUND**

In February 2020, the CCJPA Board approved Resolution 20-2, authorizing three on-call planning, system operations, and engineering services MSAs, including one with HDR, each at an initial not-to-exceed amount of $3,000,000 with an expiration date of June 30, 2025. In June 2024, the CCJPA Board approved Resolution 24-17, amending the three on-call MSAs, including HDR's, to increase the not-to-exceed capacity to $6,000,000 (after reaching a $2,000,000 threshold) and extending the term to December 31, 2027.

Under the HDR on-call MSA, a work directive was executed for the preparation of NEPA documentation for the Roseville 3MT Project. The Federal Railroad Administration (FRA) originally served as the anticipated federal lead agency for this NEPA review, in connection with a federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program grant awarded to CCJPA for the Roseville 3MT Project. Under the HDR work directive, progress on the Environmental Assessment (EA) reached approximately 25 percent completion. After CCJPA subsequently determined that it could not accept the FRA CRISI award, the HDR work directive for the Roseville 3MT NEPA was suspended because no federal funding agreement was in place to allow the NEPA process to continue.

Since then, in June 2026, under Resolution 26-12, the CCJPA Board approved an Interagency Agreement with the California High Speed Rail Authority (CHSRA) under which CHSRA serves as the federal NEPA lead agency for the Roseville 3MT Project, allowing the NEPA process for Roseville 3MT to be resumed. CHSRA will direct the NEPA review, and if the CCJPA Board approves the Amendment under this Board Item, HDR will continue developing the EA document, working with CHSRA and CCJPA staff, and building on the work completed prior to the suspension.

Resuming and completing the EA, and ultimately receiving an official NEPA Record of Decision from the CHSRA, will extend beyond the current HDR on-call MSA's term date of December 31, 2027. CCJPA staff currently estimates that it may take approximately two years from the recommencement of the NEPA EA to receive the official NEPA Record of Decision; however, circumstances beyond the CCJPA's control may impact the NEPA completion date for Roseville 3MT.

Today, we are asking for the CCJPA Board's approval to extend the HDR on-call MSA to June 30, 2029.

**RECOMMENDATION**
It is recommended that the CCJPA Board authorize an amendment to the HDR On-Call MSA to extend the term to June 30, 2029, for the continuance of the Roseville 3MT Project NEPA work directive beyond the MSA's current expiration date. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for extending the MSA.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Amendment to the On-Call Master Services Agreement with HDR to Extend the Term for Sacramento to Roseville Third Main Track National Environmental Policy Act Support/

Resolution No. 26-17

**WHEREAS**, the CCJPA Board approved Resolution 20-2 in February 2020, authorizing on-call Master Services Agreements (MSAs) with HDR and two other consulting firms for planning, system operations, and engineering services, each with an initial not-to-exceed amount of $3,000,000 and an expiration date of June 30, 2025; and

**WHEREAS**, the CCJPA Board approved Resolution 24-17 in June 2024, amending all three MSAs, including HDR's, to increase the not-to-exceed capacity to $6,000,000 and extend the term to December 31, 2027, with the HDR amendment funding a work directive under which HDR would prepare a National Environmental Policy Act (NEPA) Environmental Assessment for the Sacramento to Roseville Third Main Track (Roseville 3MT) Project; and

**WHEREAS**, work on the Environmental Assessment reached approximately 25 percent completion before the work directive was suspended after CCJPA determined it could not accept the contract terms attached to a Federal Railroad Administration CRISI grant award for the Roseville 3MT Project; and

**WHEREAS**, the CCJPA Board approved an Interagency Agreement with the California High Speed Rail Authority (CHSRA) in June 2026, under which CHSRA serves as the federal NEPA lead agency for the Roseville 3MT Project, resolving the lead-agency question that had left the work directive suspended, with HDR to develop the Environmental Assessment working with CHSRA and CCJPA staff; and

**WHEREAS**, completing the Environmental Assessment will take longer than the HDR MSA's remaining term allows, and the MSA's remaining dollar capacity is sufficient to fund the work directive through completion, such that only the contract's term requires amendment; and

**RESOLVED**, that the CCJPA Board does hereby authorizes an amendment to the on-call Master Services Agreement with HDR to extend the term to June 30, 2029.

**AND BE IT FURTHER RESOLVED**, that the CCJPA forthwith transmit a copy of this resolution to any fund granting authorities who may administer funds that support the work under the HDR MSA.

# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.8 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Amendment to Legal Services Agreement with Kaplan Kirsch & Rockwell (KKR)**

**PURPOSE**
For the CCJPA Board to authorize an amendment to an existing legal services agreement with Kaplan Kirsch & Rockwell (KKR) to increase the not-to-exceed amount from $95,000 to $395,000.

**BACKGROUND**
CCJPA entered into a legal services agreement with KKR to provide representation in a federal administrative proceeding. The agreement was initially established with a not-to-exceed amount of $95,000, which was below the $100,000 threshold requiring CCJPA Board approval.

Additional services are required to continue CCJPA's representation in this matter. Staff therefore recommends increasing the agreement to a total not-to-exceed amount of $395,000. Because the amended agreement will exceed the $100,000 threshold, Board authorization is required for the increase.

Funding for this agreement will be supported by State Rail Assistance (SRA) Cycle 2 funding under the Strategic Operations Enhancement SRA category.

**RECOMMENDATION**
It is recommended that the CCJPA Board authorize an amendment to the legal services agreement with KKR to increase the not-to-exceed amount to a total amount not to exceed $395,000 and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements.

<u>Motion</u>: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorize Amendment to Legal Services Agreement
with Kaplan Kirsch & Rockwell (KKR)/

Resolution No. 26-18

**WHEREAS**, the Capitol Corridor Joint Powers Authority (CCJPA) entered into a legal services agreement with KKR to provide representation in a federal administrative proceeding; and

**WHEREAS**, the agreement was initially established with a not-to-exceed amount of $95,000, which was below the $100,000 threshold requiring CCJPA Board approval; and

**WHEREAS**, additional services are required for CCJPA's continued representation in the matter, increasing the required contract capacity above the threshold requiring Board approval; and

**WHEREAS**, funding for these services will be supported by State Rail Assistance (SRA) Cycle 2 funding under the Strategic Operations Enhancements SRA category. Therefore, be it

**RESOLVED**, that the CCJPA Board does hereby authorize an amendment to the legal services agreement with KKR to increase the not-to-exceed to a total amount not-to-exceed amount of $395,000; 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 and agreements related to these services.

\# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VI.9 (Consent)**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Approve State Rail Assistance Discretionary Funding for Agnew Siding and Davis Crossover Projects**

**PURPOSE**

For the CCJPA Board to authorize the submittal of grant applications to the California State Transportation Agency (CalSTA) under Cycle 2 of the Flexible State Rail Assistance (SRA) Program for the Davis Crossover and Signal Project and Agnew Siding Project, and to authorize the Executive Director, or their designee, to execute all documents necessary to submit the applications and to accept funding if awarded.

**BACKGROUND**

CalSTA issued a Notice of Funding Opportunity (NOFO) on September 8, 2026, for Cycle 2 of the Flexible State Rail Assistance (SRA) Program. Up to $66,631,000 is expected to be available for award in this cycle, covering accrued amounts from Fiscal Year (FY) 2020-21 through FY 2025-26 and forecasted revenues from FY 2026-27 through FY 2029-30.

Eligible applicants include public agencies, including joint powers authorities, responsible for state-supported intercity rail services. CCJPA is an eligible applicant under this category. Eligible project types include, among others, capital expenditures to replace obsolete or aging rail signal systems and track infrastructure, and transportation planning activities; the most competitive construction projects demonstrate a full funding plan, measurable safety benefits, and readiness, including progress toward environmental clearance.

CCJPA staff is requesting the CCJPA Board's authorization to submit two applications under the Cycle 2 Flexible SRA Program to support the Davis Crossover and Signal Construction Agnew Siding Construction Projects. Staff have prepared draft application materials for both projects consistent with the Cycle 2 SRA NOFO requirements and will finalize project scope, funding request amounts, and cash flow schedules prior to submittal.

**<u>Davis Crossover and Signal Project – Construction Phase</u>**

The Davis Crossovers and Signal Project supports the upgrade of existing crossovers near the Davis Depot, will improve train performance by reducing the potential for signal delays, will improve speeds for trains that cross over at that location, and will unlock the potential for a future project to rebuild the station platform for improved on-time performance and passenger safety.

The Project and UPRR design review agreement was previously authorized through CCJPA Board Resolution 19-30, and the UP design agreement was amended under Resolutions 25-30 and 26-15. SRA Cycle 1 funding was authorized by the CCJPA Board for the design phase under Resolution 20-16, and SRA Cycle 2 funding for Davis Crossover construction was authorized under Resolutions 20-12 and 26-1.

The current condition of the railroad signal system at this location makes this project a critical priority. The Union Pacific has agreed to contribute $4,400,000 in funding to the signal portion of the project and has also agreed to implement the work, resulting in the expectation of cost efficiencies compared to if CCJPA leads the implementation. If the project is not fully funded soon, the UPRR will need to upgrade the signal system on their own in 2027. That would remove the incentive for the UPRR to contribute to the overall project, and the CCJPA would face much higher costs at such a time, as there was a desire to achieve the other project benefits, especially reconstruction of the boarding platform.

The total construction budget for the Davis Crossover and Signal Project is $16,585,142. CCJPA staff estimates a funding gap of $4,000,000, which is the amount proposed for the Cycle 2 Flexible SRA application for the Davis Crossover Signal Project Construction Phase. Details of the funding plan are included below.

**Total Construction Budget** **$ 16,585,142**

| Funding Plan | Amount | Status |
|---|---|---|
| Union Pacific Railroad Partner Contribution | $ 4,400,000 | Secured |
| State Rail Assistance Cycle 2 | $ 2,185,142 | Secured |
| State Rail Assistance Cycle 2 | $ 6,000,000 | Pending CalSTA approval |
| *State Rail Assistance Cycle 2 - Flexible SRA* | *$ 4,000,000* | *Application pending CCJPA Board approval* |
| **Total Construction Phase Funding** | **$ 16,585,142** | |

**<u>Agnew Siding Project – Construction Phase</u>**

The Agnew Siding Project involves a proposed new siding near Milepost 41 on the Union Pacific Railroad (UPRR) Coast Subdivision and will improve train performance by reducing delays on the single-track section between Newark and Santa Clara. An additional benefit will be the ability to store trains related to special events at the adjacent Levi's Stadium.

The project was previously authorized by the CCJPA Board through Resolution 19-8, which accepted State Rail Assistance Cycle 1 Discretionary Funding and authorized a budget for the project's design phase. Resolution 20-4 authorized the reprogramming of $1,950,000 in Proposition 1A High-Speed Passenger Train Bond Program (Prop1A) for Agnew Siding construction. Under Resolution 24-14, the CCJPA Board approved Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Funding in the amount of $5,000,000, and Resolutions 20-12 and 26-1 authorized SRA Cycle 2 Funding in the amount of $2,500,000 as well as provided the authority for the pending SRA Cycle 2 Corrective Action Plan which will increase the SRA Cycle 2 Funding for Agnew Siding by an additional $2,618,000. Under Resolution 25-26, the CCJPA

Board approved the construction budget of $11,068,000 and authorized temporary use of $1,618,000 in CCJPA Operating Funding, which is in the process of being replaced with SRA Cycle 2 Funding. Increases in UPRR construction costs and the WSP construction management services have resulted in a revised budget of $15,058,000 for the Agnew Siding construction phase.

Today, we are requesting the CCJPA Board's approval to apply for $3,000,000 in Cycle 2 Flexible SRA funding to complete the funding plan for the construction phase of the Agnew Siding project and to revise the construction budget to $15,068,000. Details of the full funding plan are in the table below.

| **Total Construction Budget** | **$15,068,000** | |
|---|---|---|
| | | |
| **Funding Plan** | **Amount** | **Status** |
| Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 | $5,000,000 | Secured |
| Proposition 1A High-Speed Passenger Train Bond Program (Prop1A) | $1,950,000 | Secured |
| State Rail Assistance Cycle 2 | $2,500,000 | Secured |
| State Rail Assistance Cycle 2 | $2,618,000 | Pending CalSTA approval |
| *State Rail Assistance Cycle 2 - Flexible SRA* | *$3,000,000* | *Application pending CCJPA Board approval* |
| **Total Construction Phase Funding** | **$15,068,000** | |

**RECOMMENDATION**

It is recommended that the CCJPA Board authorize funding applications to CalSTA under the Cycle 2 Flexible State Rail Assistance Program for the Davis Crossover and Signal Project Construction Phase in the amount of $4,000,000 and the Agnew Siding Project Construction Phase in the amount of $3,000,000, which brings the revised construction budget for Agnew Siding to $15,068,000. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director to execute any and all documents, certifications, and agreements necessary to submit the applications and to accept funding if awarded.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Approval of State Rail Assistance Discretionary Funding for Agnew Siding and Davis and Signal Crossover Projects/

Resolution No. 26-19

**WHEREAS**, the California State Transportation Agency (CalSTA) issued a Notice of Funding Opportunity on September 8, 2026, for Cycle 2 of the Flexible State Rail Assistance (SRA) Program, with up to $66,631,000 expected to be available for award; and

**WHEREAS**, the Capitol Corridor Joint Powers Authority (CCJPA) is an eligible applicant as a public agency, including a joint powers authority, responsible for state-supported intercity rail services; and

**WHEREAS**, the CCJPA Board previously authorized a budget and associated agreements for the Davis Crossover and Signal Project through Resolutions 19-30, 25-30, and 26-15, SRA Cycle 1 funding was authorized for the design phase under 20-16, and SRA Cycle 2 funding for Davis Crossover was authorized under Resolution 20-12 and 26-1; and

**WHEREAS**, Union Pacific Railroad has agreed to contribute $4,400,000 to the signal upgrade for the Davis Project; and

**WHEREAS**, the CCJPA Board previously accepted SRA Cycle 1 discretionary funding and authorized a budget for the Agnew Siding Project design phase through Resolution 19-8; and

**WHEREAS**, Agnew Siding Project construction phase funding was authorized through CJPA Board Resolution 20-4 for $1,950,000 in Proposition 1A High-Speed Passenger Train Bond Program (Prop1A); Resolution 24-14 for $5,000,000 in Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 Funding; Resolutions 20-12 and 26-1 for $2,500,000 in SRA Cycle 2 Funding and the additional SRA Cycle 2 Funding in the amount of $2,618,000 that is in the process of being approved via a Corrective Action Plan by CalSTA as of the writing of this agenda item; and Resolution 25-26 approved the construction budget of $11,068,000 including temporary use of CCJPA Operating Reserves which is in the process of being replaced by SRA Cycle 2 funding; and

**WHEREAS**, increases in UPRR construction costs and the WSP construction management services have resulted in a revised budget of $15,058,000 for the Agnew Siding construction phase, leaving a funding gap of $3,000,000; and

**WHEREAS**, CCJPA staff have identified the Agnew Siding Project and the Davis Crossover Project as eligible projects for discretionary funding under the Cycle 2 Flexible SRA NOFO; and

**WHEREAS**, applications must be submitted to CalSTA no later than October 19, 2026, at 5:00 PM; and therefore, be it

**RESOLVED**, that the CCJPA Board authorizes the submittal of grant applications to CalSTA under Cycle 2 of the Flexible State Rail Assistance Program for the Davis Crossover and Signal Project Construction Phase in the amount of $4,000,000 as well as the Agnew Siding Project Construction Phase in the amount of $3,000,000, bringing the total construction budget for Agnew siding to $15,068,000; and

**BE IT FURTHER RESOLVED**, that the CCJPA Board authorizes the CCJPA Executive Director, or their designee, to execute any and all documents, certifications, and agreements necessary to submit the applications and to accept funding if awarded, and to take any and all other actions necessary to carry out the intent of this Resolution.

# # #

| **ACTION: DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | ______________________ **Robert Franklin** **Secretary** |
| **Abstain:** | |

**Item VII.1**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Adopt CCJPA Fiscal Year 2026-2027 Budget**

**PURPOSE**

For the CCJPA Board to adopt the CCJPA FY 2026-27 budget based on the enactment of the State Budget Act of 2026 and the FY 2026-27 Annual Business Plan (ABP) Approval letters from the California State Transportation Agency (CalSTA). The CCJPA Board will be presented with an update on the FY 2026-27 Capitol Corridor service operating plans and funding authorization from CalSTA.

**BACKGROUND**

The CCJPA Board-approved Fiscal Year 2026-27 (FY 2027) and Fiscal Year 2027-28 (FY 2028) Annual Business Plan (ABP) was submitted to the Secretary of CalSTA as a draft in April 2026 and as the final ABP with updated budget forecasts in June 2026. (Resolution 26-8) Section 9 of the ABP, including Table 9-1, details CCJPA's full funding request. CalSTA provided CCJPA with the FY 2027 ABP Approval letter for administrative budget line items on July 1, 2026, which supports continued full train service levels restored on December 8, 2025. The two ABP approval letters are included as attachments to this agenda item.

Pursuant to the Interagency Transfer Agreement, the Secretary of CalSTA is required to allocate funds in the State Budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30. For FY 2027, the Governor enacted the State Budget Act of 2026 on June 29, 2026, which includes an additional $211 million for the State-Supported Intercity Passenger (IPR) Rail Agencies, allocated across three years starting in FY 2024-25. This increase supports the restoration of IPR service levels back to pre-COVID pandemic levels and increases the shared cap of $131 million for IPR operations, which we have been held to for many years. Details regarding the funding authorization are below.

**Funding Authorization**

As authorized by the CCJPA Board under Resolution 26-8, the funding request in the final ABP submitted to CalSTA in June 2026 was revised to incorporate forecast refinements for several budget line items, including Amtrak’s forecast for FY 2027, which was received in May 2026.

The following table shows the funding authorized by CalSTA in the ABP and funding approval letters at the levels requested for FY 2027, dated July 1, 2026 and July 31, 2026.

| CCJPA FY 2026-27 Annual Business Plan Funding<br>Authorized by the California State Transportation Agency | | | |
|---|---|---|---|
| Capitol Corridor Service | FY 2025-26 AUTHORIZED | FY 2026-27 AUTHORIZED | FY 2027-28 PROPOSED |
| **RIDERSHIP** | 1,190,851 | 1,474,975 | 1,651,972 |
| **Operating** | | | |
| Amtrak Operating Subsidy *(Expenses less revenue)* | $ 22,879,549 | $ 18,757,665 | $ 19,121,020 |
| Direct Operations | $ 2,795,850 | $ 5,030,359 | $ 5,644,178 |
| Information Customer Support Services | $ 1,587,111 | $ 1,447,275 | $ 1,505,166 |
| **CCJPA Administrative Management** | | | |
| Administration | $ 4,515,813 | $ 5,354,528 | $ 5,568,709 |
| Marketing | $ 1,717,649 | $ 1,800,164 | $ 1,884,171 |
| **TOTAL CCJPA Admin & Operating Allocation** | 33,495,972 | 32,389,991 | 33,723,244 |
| **CCJPA SUPPLEMENTAL ALLOCATION** | | | |
| Minor Capital | $ 500,000 | $ 500,000 | $ 500,000 |
| Capitalized Maintenance | $ 1,000,000 | $ 1,000,000 | $ 1,000,000 |
| **TOTAL CCJPA Supplemental Allocation** | 1,500,000 | 1,500,000 | 1,500,000 |
| **CA INTERCITY PASSENGER RAIL (IPR) SUPPORT** | | | |
| [2]Northern California Onboard Wi-Fi | $ 5,013,728 | $ 866,944 | $ 3,107,177 |
| [3]Passenger Information Display System Operations | $ 1,839,779 | $ 634,925 | $ 2,235,890 |
| Equipment Lease Readiness | $ 2,415,000 | $ - | $ - |
| **TOTAL CA IPR Supplemental Allocation** | 9,268,507 | 1,501,869 | 5,343,067 |
| **Total CCJPA Funding Authorized** | 44,264,479 | 35,391,860 | 40,566,311 |

In addition to CCJPA's FY 2027 Budget detailed above, CalSTA's funding authorization provides $5.0 million for the State's California Integrated Travel Project (CalITP), for which CCJPA will serve as the State's fiscal sponsor for this final year of the project.

**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 CCJPA FY 2027 budget of $35.4 million pursuant to the enactment of the State Budget Act of 2026 and the allocation of such funds by the State to the CCJPA. It is also recommended that the CCJPA Board approve the funding in the amount of $5.0 million to support CalITP, as the State's fiscal sponsor. It is also recommended that the CCJPA Board authorize the CCJPA Executive Director or their designee to enter into all necessary agreements for the implementation of the CCJPA FY 2027 ABP as supported by the FY 2027 CalSTA funding, ABP approval letters, and authorized funding; 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.

Motion: The CCJPA Board adopts the attached resolutions.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Adopting Capitol Corridor Joint Powers Authority
Fiscal Year 2026-27 Budget/

Resolution No. 26-20

**WHEREAS,** the California State Budget for Fiscal Year 2026-2027, which covers the period July 1, 2026, through June 30, 2027, was enacted in June 2026; and

**WHEREAS,** the Board-approved FY 2026-27 Annual Business Plan (ABP) under Resolution 26-8 was submitted to the California State Transportation Agency (CalSTA); and

**WHEREAS,** the FY 2026-27 ABP includes CCJPA's operating plan and funding request for FY 2026-27; and

**WHEREAS,** on July 1, 2026, CCJPA received the FY 2026-2027 interim ABP approval letter from CalSTA, which provides funding for CCJPA's Administration, Marketing, and Information Customer Services budget line items at the funding amounts requested; and

**WHEREAS,** on July 31, 2026, CCJPA received the FY 2026-27 ABP Approval Amendment letter from CalSTA, which provides the funding for the remaining ABP budget line items, including Direct Operations, Amtrak Operations, Capitalized Maintenance, and Minor Capital as well, as the Intercity Passenger Rail (IPR) Support Allocations to support Northern California Onboard Wi-Fi, and Passenger Information Display System Operations; and

**WHEREAS,** the FY 2026-2027 ABP approval and funding letters from the Secretary of CalSTA dated July 1, 2026 and July 31, 2026, provide a cumulative total of $35.4 million to the CCJPA to support its administrative management and operations of the Capitol Corridor service; and

**WHEREAS,** the July 31, 2026 ABP Approval and funding letter from CalSTA also provides funding in the amount of $5.0 million for the State's California Integrated Travel Project (CalITP), for which CCJPA will serve as the State's fiscal sponsor for this final year; and

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

**RESOLVED,** that the CCJPA Board does hereby adopts the CCJPA FY 2027 budget in the amount of $35,391,860 pursuant to the allocation letters from the Secretary of the California State Transportation Agency based upon the enactment of the State Budget Act 2026 and subject to allocation of such funding by the State; and

**BE IT FURTHER RESOLVED**, that the CCJPA Board approves funding in the amount of $5.0 million for CalITP, as the State's fiscal sponsor for the project; and

**BE IT FURTHER RESOLVED,** that the CCJPA Board authorizes the CCJPA Executive Director or their designee to enter into all necessary agreements for the implementation of the CCJPA FY 2027 ABP as supported by the FY 2027 CalSTA ABP approval and funding letters; and that the CCJPA Board forthwith transmits a copy of this resolution to the California State Transportation Agency, and the California Department of Transportation Division of Rail.

# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

Item VII.1

CALIFORNIA STATE TRANSPORTATION AGENCY

**Gavin Newsom**
Governor

**Toks Omishakin**
Secretary

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

June 30, 2026

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

Dear Mr. Houdesheldt:

The California State Transportation Agency (CalSTA) is in receipt of the Capital Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2026-27 and FY 2027-28.

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

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

CalSTA will regularly coordinate with Caltrans, the CCJPA, and the other California Intercity Passenger Rail (CIPR) corridors throughout the year to monitor and analyze ridership and financial performance. Importantly, any increases in service are dependent on funding, staff availability, fleet availability, and maintenance efficiencies being achieved.

Pending approval of the 2026-27 California Governor's budget, a detailed explanation of the State's approval of the funding request in the FY 2026-27 ABP follows:

1. **Structural Deficit and Service Levels**

   Beginning in FY 2024-25, a Budget Change Proposal was approved to make available an increase in funding for the next three State Fiscal Years. CalSTA supports the JPA's goal to restore service to FY 2018-19 levels. As equipment is available to restore service to 'pre-pandemic' levels, the necessary funding may be made available.

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

**2. Methodology for distribution of available CIPR funds**

The operations funding approved in the FY 2024-25 business plan approval letter provided funding for an increase in service levels – returning to pre-pandemic levels.

The allocated amounts are based on available equipment as follows:

- 12 Locomotives
- 48 Cars

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

**3. Cost Reduction Measures**

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

In FY 2024-25 CCJPA achieved approximately 47% farebox recovery. CCJPA should identify measures to maintain farebox recovery at a minimum of 50%. Additionally, returning to pre-pandemic farebox recovery levels would improve the likelihood that statewide service-growth goals can be supported by available intercity rail program funding.

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

**4. Funding Requests**

**A. Administrative Expenses**

The CCJPA requests $5,354,528 in administrative expenses for FY 2026- 2027 (Page 28, Table 9-1). This request includes a 19 percent increase over FY 2025-

26.

**Up to $5,334,528 is approved** for FY 2026-27 Administrative Expenses in this letter.

| Charge Type | Use By | Notes |
|---|---|---|
| Labor | June 30, 2027 | Labor is used in same year that is allocated by *Use By* date. |
| Non-Labor (Contracts) | May 1, 2029 | Funds encumbered in year received, two subsequent years to expend (minus ~45 days invoice processing time). |

However, CalSTA requests that CCJPA continue to explore opportunities to charge appropriate work to capital project grants during FY 2027-28. In preparing the FY 2027-28 business plan submittal, CCJPA shall consider how to fund staffing through project budgets where achievable.

The ABP forecast of $5,568,709 for administrative funding in FY 2027-28 is noted and will be analyzed in the context of the State budget capacity for FY 2027-28.

Any approved FY 2026-27 Administrative funds allocated to Labor that remain as of September 30, 2027, shall be applied against any FY 2027-28 Administrative approved funds reducing any FY 2027-28 administrative allocation accordingly.

Any approved FY 2026-27 Administrative funds allocated to Non-Labor (e.g. Contract) must be encumbered by CCJPA by June 30, 2027 and can be expended until May 1, 2029. Proof of funds encumbrance (contract execution) must be provided to Caltrans by June 15, 2027.

By January 31, 2027, Caltrans will provide guidance on an administrative expense escalation rate for FY 2027-28 to be considered as a target for the next ABP. It is possible the escalation rate will be limited and lower than proposed for FY 2026-27.

**B. Marketing Expenses**

The CCJPA requests $1,800,164 for their FY 2026-27 marketing expenses (Page 28, Table 9-1). This request includes a 5 percent increase over FY 2025-26.

**$1,800,164 is approved** for FY 2026-27 Marketing Expenses in this letter. All invoices related to marketing must be submitted by May 1st of the expiring fiscal year.

The ABP forecast of $1,884,171 for marketing expenditures in FY 2027- 2028 is noted and will be analyzed in the context of the State budget capacity for FY 2027-28.

**C. Information/Customer Support Services**

CCJPA requests $1,447,275 for FY 2026-27 funding for Information / Customer Support Services. This includes an increase in CCJPA/BART Call Center labor and non-labor costs and represents a four-percent decrease over the FY 2025-26 allocation.

| Charge Type | Use By | Notes |
|---|---|---|
| Labor | June 30, 2027 | Labor is used in same year that is allocated by *Use By* date. |
| Non-Labor (Contracts) | May 1, 2029 | Funds encumbered in year received, two subsequent years to expend (minus ~45 days invoice processing time). |

**Up to $1,447,275 is approved** for FY 2026-27 funding for Information/ Customer Support Services in this letter.

The ABP forecast of $1,505,166 for Information/Customer Services expenditures in FY 2027-28 is noted and will be analyzed in the context of the State budget capacity for FY 2027-28.

Any approved FY 2026-27 ICSS funds allocated to Labor that remain as of September 30, 2027, shall be applied against any FY 2027-28 Administrative approved funds reducing any FY 2027-28 administrative allocation accordingly.

Any approved FY 2026-27 Administrative funds allocated to Non-Labor (e.g. Contract) must be encumbered by CCJPA by June 30, 2027 and can be expended until May 1, 2029. Proof of funds encumbrance (contract execution) must be provided to Caltrans by June 15, 2027.

**5. State Funding Regulations**

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

**6. FY 2026-27 Approved Funding Summary:**

<table>
<tr><th>Budget Item</th><th>Approved in this letter</th></tr>
<tr><td>Administrative</td><td>$5,354,528</td></tr>
<tr><td>Marketing</td><td>$1,800,164</td></tr>
<tr><td>Information / Customer Services</td><td>$1,447,275</td></tr>
<tr><td>N. Cal PIDS Support</td><td rowspan="7">To be approved in a subsequent letter</td></tr>
<tr><td>N. California Onboard Technology (Wi-Fi)</td></tr>
<tr><td>Minor Capital</td></tr>
<tr><td>Capitalized Maintenance</td></tr>
<tr><td>Direct Operations</td></tr>
<tr><td>Amtrak Operations</td></tr>
<tr><td>CalITP</td></tr>
<tr><td>Total</td><td>$8,601,967</td></tr>
</table>



Each budget item above shall be tracked and managed separately.

Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1 of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until May 15 or later of each year.

Consequently, the ABP Amtrak operations funding request should be based on the most recent COSI model output at the time of submission for the desired service level. For the FY 2027-28 ABP, CalSTA requests that CCJPA provide a draft ABP on April 1, 2027, and submit a final ABP by June 30, 2027, that includes the funding request for FY 2027-28.

If you have any questions or need additional information regarding CalSTA's position on your ABP, please contact CalSTA Senior Advisor Anthony Serna at (916) 907-2138, or by e-mail sent to Anthony.Serna@calsta.ca.gov.

Sincerely,

James Hacker

On behalf of
Toks Omishakin
Secretary

cc:

Robert Padgette, Managing Director, Capitol Corridor Joint Powers Authority

Anthony Serna, Senior Advisor, California State Transportation Agency

Dina El-Tawansy, Director, California Department of Transportation

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

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

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

CALIFORNIA STATE TRANSPORTATION AGENCY

**Gavin Newsom**
Governor

**Toks Omishakin**
Secretary

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

July 31, 2026

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

Dear Mr. Houdesheldt:

The California State Transportation Agency (CalSTA) is in receipt of the Capital Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2026-27 and FY 2027-28.

On July 1, 2026, an interim CCJPA business plan letter was approved and transmitted. This letter serves as a formal amendment to that interim letter. Pursuant to that approval, this amendment hereby updates the following:

1. **Funding Requests**

   A. **Passenger Information Display System Support (PIDS) Support Expenses**

   CCJPA requests $634,925 for FY 2026-27 support and operation expenses funding for managing the service contract for PIDS for the Northern California CIPR corridors which represents a 77 percent decrease over the FY 2025-26 allocation to support PIDS services.

   **Up to $634,925 is approved** for FY 2026-27 funding for PIDS support and operations expenses.

   The ABP forecast of $2,235,890 for PIDS support expenditures in FY 2027-28 is noted and will be analyzed in the context of the State budget capacity for FY 2027-28.

   Any approved FY 2026-27 PIDS funds that remain undistributed as of June 30, 2027, shall be applied against any 2027-28 PIDS approved funds reducing any FY 2027-28 PIDS allocation accordingly.

   B. **Onboard Technology Support Expenses**

   The CCJPA requests $866,944 for expenses for Wi-Fi passenger services and associated management expenses for the Northern California CIPR corridors in FY 2026-27 (Page 28, Table 9-1) which represents a 68 percent decrease over FY 2025-26.

**Up to $866,944 is approved** for FY 2026-27 onboard technology expenses.

The ABP forecast of $3,107,177 for Wi-Fi expenditures in FY 2027-28 is noted and will be evaluated in the context of the State budget capacity in FY 2027-28.

Any approved FY 2026-27 Wi-Fi funds that remain undistributed as of June 30, 2027, shall be applied against any FY 2027-28 Wi-Fi approved funds reducing any FY 2027-28 Wi-Fi allocation accordingly.

**C. Minor Capital Expenses**

CCJPA requests $500,000 for FY 2026-27 funding for minor capital costs (Page 28, Table 9-1). However, CCJPA has funds remaining from previous allocations that surpass the current projected Minor Capital need. Therefore, no new allocation is provided for FY 2026-27.

a. **Up to 500,000 is conditionally approved** for Minor Capital for FY 2026-27. These funds will be made available once 85% of the current funds available from previous FY's have been liquidated or when a plan has been submitted and approved by Caltrans.

b. All invoices related to minor capital funding must be submitted by May 1st of the expiring FY. Approval of projects is on a per case basis. CCJPA has approximately $500,000 that was allocated in FY 2024-25. These funds need to be liquidated (or invoiced to Caltrans) by May 1, 2027. Any unused funds cannot be replaced.

The ABP forecast of $500,000 in FY 2027-28 for minor capital funding is noted and will be evaluated in the context of the State budget capacity in FY 2027-28.

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

**D. California Integrated Travel Program (CalITP)**

a. CCJPA requests $4,956,209 for FY 2025-2026 Cal-ITP support expenses which include CCJPA labor related to Cal-ITP and the Xentrans staffing contract to research, develop, and implement Cal-ITP.

   Up to **$4,956,209** is approved for Cal-ITP.

**E. Capitalized Maintenance**

CCJPA requests $1,000,000 for FY 2026-27 Capitalized Maintenance focusing on upgrades and improvements to the railroad infrastructure to achieve and maintain a high level of on-time performance.

**Up to $1,000,000 is approved** for Capitalized Maintenance expenses for FY 2026-27.

The ABP forecast of $1,000,000 in FY 2027-28 for Capitalized Maintenance is noted and will be evaluated in the context of the State budget capacity in FY 2027-28.

**F. Non-Amtrak Operations Expenses (Direct Operations)**

CCJPA requests $5,030,359 for operations funding outside of the Amtrak Operating Agreement (Direct Operations) for FY 2026-27, which includes:

- Transit Transfer Program: $73,144
- Bus Partnerships: $821,760
- Rail Safety: $1,895,000
    - **i.** Increase due to shift from historical SRA funding covering the expense. Caltrans and CCJPA will meet quarterly to discuss expenditures.
- System Monitoring: $224,200
- Mechanical Department Support: $67,140
- Stations Contracts: $194,745
- Tap2Ride: $1,564,370
- Mobile App: $190,000

**Up to $5,030,359 is approved for** Direct Operations expenses for FY 2026-27.

The ABP forecast of $5,568,709 in FY 2027-28 for Direct Operations is noted and will be evaluated in the context of the State budget capacity in FY 2027-28.

Any approved FY 2026-27 Direct Operations funds that remain undistributed as of June 30, 2027, shall be applied against any FY 2027-28 Direct Operations approved funds reducing any FY 2027-28 Direct Operations allocation accordingly

**G. Amtrak Operations**

CCJPA requests $18,757,665 for the FFY 2026-27 Amtrak Operations program which represents a full return to pre-pandemic levels of service:

| Capitol Corridor Route | FY 2026-27 Proposed | FY 2027-28 Proposed |
|---|---|---|
| Sacramento – Oakland | 30 Weekday / 22 Weekend Trains | 30 Weekday / 22 Weekend Trains |
| Oakland – San Jose | 14 Daily Trains | 14 Daily Trains |
| Sacramento – Roseville | 2 Daily Trains | 2 Daily Trains |
| Roseville – Auburn | 2 Daily Trains | 2 Daily Trains |

CCJPA's requested amount aligns with the Q4 FFY 2024–25 Cost Optimization Strategic Initiative (COSI) tool projection of $18,757,665 for Amtrak operations, incorporating updated Amtrak rates for FFY 2026–27.

**Up to $18,757,665 is approved** for FY 2026-27 Amtrak Operations.

The ABP request of $21,280,618 for Amtrak operations funding for FFY 2027-28 is noted and will be analyzed in the context of the State budget capacity for FY 2027-28.

**2. State Funding Regulations**

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

**3. FY 2026-27 Approved Funding Summary:**

| Budget Item | Approved on 6/30/2026 | Approved in this letter |
|---|---|---|
| Administrative | $5,354,528 | |
| Marketing | $1,800,164 | |
| Information / Customer Services | $1,447,275 | |
| N. Cal PIDS Support | | $635,925 |
| N. California Onboard Technology (Wi-Fi) | | $866,944 |
| Minor Capital | | $500,000 |
| Capitalized Maintenance | | $1,000,000 |

| | | |
|---|---|---|
| Direct Operations | | $5,030,359 |
| Amtrak Operations | | $18,757,665 |
| CalITP | | $4,956,209 |
| **Total** | **$8,601,967** | **$31,747,102** |
| **Grand Total** | **$40,349,069** | |

Each budget item above shall be tracked and managed separately.

Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1 of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until May 15 or later of each year.

Consequently, the ABP Amtrak operations funding request should be based on the most recent COSI model output at the time of submission for the desired service level. For the FY 2027-28 ABP, CalSTA requests that CCJPA provide a draft ABP on April 1, 2027, and submit a final ABP by June 30, 2027, that includes the funding request for FY 2027-28.

If you have any questions or need additional information regarding CalSTA's position on your ABP, please contact CalSTA Senior Advisor Anthony Serna at (916) 907-2138, or by e-mail sent to Anthony.Serna@calsta.ca.gov.

Sincerely,

James Hacker

James Hacker,
Undersecretary

On behalf of
Toks Omishakin
Secretary

cc:

Robert Padgette, Managing Director, Capitol Corridor Joint Powers Authority

Anthony Serna, Deputy Secretary for Rail & Transit, California State Transportation Agency

Dina El-Tawansy, Director, California Department of Transportation

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

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

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

**Item VII.2**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **Authorize Master Services Agreements for On-Call Planning, System Operations, and Engineering Professional Services with Up to Three Consulting Firms**

**PURPOSE**

For the CCJPA Board to authorize the CCJPA Executive Director or designee to execute up to three (3) Master Services Agreements (MSAs) for on-call planning, system operations, and railroad engineering services, with consultants to be determined from a competitive procurement (RFQ2026-01) to commence in the Fall of 2026 with the intention to have contracts in place by mid-2027.

**BACKGROUND**

CCJPA has maintained on-call MSAs for planning, system operations, and engineering professional services support since the CCJPA Board first authorized these on-call capabilities under Resolution 15-10 (2015) and Resolution 17-16 (2017). In February 2020, under Resolution 20-2, the CCJPA Board approved the current three on-call MSAs for on-call planning, system operations, and engineering services with HDR, HNTB, and TranSystems, each with an initial not-to-exceed amount of $3,000,000.

Since these contracts were executed in 2021, the on-call MSAs have been well utilized by CCJPA staff. Work Directives issued under these agreements have included early planning studies for major capital projects, engineering and design services, fare studies, operations planning, and assistance with grant applications, among other needs.

In June 2024, in recognition of continued and growing project needs, the CCJPA Board approved amendments to the on-call MSAs with HDR, HNTB, and TranSystems under Resolution 24-17, increasing each contract's maximum capacity to $6,000,000 (after reaching an initial $2,000,000 threshold) and extending the contract terms to December 31, 2027. On this Board meeting agenda above, under Item V1.8, we are requesting the CCJPA Board's approval to extend the HDR on-call MSA beyond the current December 31, 2027 expiration date to continue work under a sole-source work directive for services related to the Sacramento to Roseville Third Main Track (Roseville 3MT) National Environmental Policy Act (NEPA).

With the current on-call MSAs set to expire on December 31, 2027, CCJPA staff is planning a new procurement, RFQ2026-01, to be released in the Fall of 2026, to replace the expiring on-call planning, system operations, and engineering services agreements. Staff plans to have the new MSAs in place by mid-2027, so that there are several months of overlap with the existing contracts to ensure CCJPA remains continuously covered for ongoing and upcoming work directive needs through the transition.

CCJPA's on-call needs continue to span a broad and interdependent range of disciplines – service planning, system operations, and engineering – that increasingly must be coordinated together rather than procured and managed as separate contracts. As with the current set of MSAs, staff proposes a consolidated approach for this next term: a single Request for Qualifications (RFQ2026-01) under which CCJPA would select up to three consulting firms, each capable of supporting the full range of planning, system operations, and engineering services described in the RFQ's Scope of Services, either directly or through a subconsultant team.

CCJPA staff intends to award up to three MSAs resulting from RFQ2026-01, for a combined total value of $9,000,000, with each individual MSA's budget capped at $3,000,000. The term of each MSA will run from the date of execution for a five-year term, with CCJPA reserving the right to extend the term if the budget has not been exceeded. Under each MSA, formally approved work plans or Work Directives will be executed as needed and will include a list of specific services to be performed; a management plan that includes a list of key personnel; a budget plan with a detailed cost estimate and cost-loaded schedule; a schedule and performance period; and a list of subconsultants, their scope of work, and the estimated value of work, and work products. There is no guarantee that any Work Directive will be issued under a given MSA.

Consultant selection will follow CCJPA's standard qualifications-based selection process under California Government Code Sections 4525-4529.5, using the SF330 format, with scoring weighted 25% on Project Team Qualifications, 25% on Experience of the Firms, and 50% on Oral Presentation. Pricing and rate information will only be reviewed after the most qualified firm(s) have been identified through the qualifications-based process.

**RECOMMENDATION**

It is recommended that the CCJPA Board authorize the CCJPA Executive Director or designee to execute up to three (3) Master Services Agreements with different consulting firms for on-call planning, system operations, and railroad engineering professional services, for a combined not-to-exceed amount of $9,000,000 (up to $3,000,000 per MSA), for a five-year term from the date of execution.

<u>Motion</u>: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing the Execution of On-Call Planning, System Operations & Engineering Master Services Agreements from RFQ2026-01/

Resolution No. 26-21

**WHEREAS,** CCJPA has maintained on-call planning, system operations, and engineering professional services support since the current set of Master Services Agreements (MSAs) with HDR, HNTB, and TranSystems began in 2020 under Resolution 20-2, and, as amended under Resolution 24-17, these MSAs have proven broadly useful to CCJPA across planning, operations, and engineering needs and are set to expire on December 31, 2027; and

**WHEREAS**, staff plan to conduct a consolidated procurement, RFQ2026-01, for the next set of on-call planning, system operations, and engineering professional services, to be awarded to up to three qualified consulting firms via MSAs, with the goal of having new MSAs in place by mid-2027 to provide overlap with the existing contracts and ensure CCJPA remains continuously covered through the transition; and

**WHEREAS**, CCJPA staff would evaluate RFQ2026-01 responses under California Government Code Sections 4525-4529.5 and negotiate MSA terms with the most qualified firm(s); and

**RESOLVED**, that the CCJPA Board does hereby authorize the CCJPA Executive Director or designee to execute on-call MSAs for planning, system operations, and engineering professional services from RFQ2026-01 with up to three consulting firms, for a combined amount not to exceed $9,000,000 (not to exceed $3,000,000 per MSA), for a five-year term from date of execution; and

**AND BE IT FURTHER RESOLVED**, that the CCJPA Executive Director or their designee is authorized to take all necessary and appropriate actions to implement the intent of this Resolution.

\# # #

| **ACTION:** **DATE:** | **ATTEST:** |
|---|---|
| **Ayes:** | |
| **Noes:** | **Robert Franklin**<br>**Secretary** |
| **Abstain:** | |

**Item VII.3**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

**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

### Greenhouse Gas Reduction Fund

On the evening of Friday, August 28, a Budget Bill Junior (AB 113) went into print, representing a compromise between the Governor and legislative leadership on Greenhouse Gas Reduction Fund (GGRF) expenditures. The bill fulfills the Fiscal Year (FY) 2026-27 funding commitment to the SB 125 (Chapter 54, Statutes of 2023) program at $230 million. The Bay Area's allocation of these funds will support BART's Transbay Corridor Core Capacity Project and BART to Silicon Valley Phase II.

AB 113 includes baseline funding for Tier 3 programs based on stronger-than-expected revenues from the most recent Cap-and-Invest credit auction. However, it does not include supplemental funding for the Transit and Intercity Rail Capital Program (TIRCP) or Low Carbon Transit Operations Program (LCTOP).

AB 113 funds Tier 3 programs at the following levels:

- $95 million for TIRCP (up from $76 million previously projected).
- $48 million for LCTOP (up from $38 million previously projected).
- $133 million for the affordable housing component of the Affordable Housing and Sustainable Communities (AHSC) Program (up from $107 million previously projected).
- $107 million total for the sustainable communities component of AHSC, with $57 million being baseline funding (up from $46 million projected) and $50 million earmarked for the Sustainable Agricultural Lands Conservation Program (SALC).
- $118 million total for SB 901 Forest Health & Vegetation Management programs, including $48 million in baseline funding (up from $38 million projected) and $70 million augmentation.
- $229 million total for the AB 617 Community Air Grant Program, including $59 million in baseline funding (up from $48 million projected), $20 million augmentation, and $150 million from the General Fund appropriated in the June budget.
- $171 million total for the Safe & Affordable Drinking Water (SAFER) Program, with

$31 million in baseline funding, $40 million GGRF augmentation, and $100 million in Proposition 4 climate bond funds.

- $10 million for the Funding Agricultural Replacement Measures for Emission Reduction (FARMER) program.

Also, on the evening of Friday, August 28, a GGRF trailer bill (SB 193) went into print, including various clean-up provisions to govern GGRF expenditures. This includes requirements for annual reporting to the Legislature on new or increased state operating expenses funded by the GGRF and the redirection of interest earned on the GGRF to support the three-tiered expenditure plan, beginning in FY 2027-28. This interest redirection is projected to add $500 million in revenue annually, helping bolster future Tier 3 program funding.

Both bills passed both houses of the Legislature and have been referred to the Governor for action.

## Federal Legislation and Funding

**Notice of Funding Opportunity**

As we approach the mid-term elections, FRA and USDOT are moving quickly to award funding for several key rail programs, Consolidated Rail Infrastructure and Safety Improvements (CRISI) and the Railroad Crossing Elimination (RCE) Program. On April 20, FRA announced $2.04 billion in available funding under the Consolidated Rail Infrastructure and Safety Improvements Program, with applications due on June 25, 2026. On April 24, 2026, FRA announced $1.146 billion in available funds under the Railroad Crossing Elimination Program, with applications due on June 8, 2026. The expectation is that decisions will be made in the summer or early fall, in advance of the mid-term elections. This NOFO will represent the last funding for these programs provided through advance appropriations under the Infrastructure Investment and Jobs Act (IIJA). Future funding will rely only on the annual appropriations process.

The FRA announced $5.3 billion in grant awards through the National Railroad Partnership Program (NRPP) to modernize American passenger rail assets, enhance safety, and address state-of-good-repair needs. In total, the $5.3 billion grant package will close more than 30 grade crossings and upgrade more than a thousand with new infrastructure and technology, procure 43 domestically manufactured trainsets to replace aging Amtrak fleets in high-demand corridors, and overhaul 41 locomotives currently deployed on Amtrak's Midwest and Pacific routes. California received $201M in grant awards, less than four percent of the total program, with three project awards in Southern California.

**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. The companies submitted applications to the Surface Transportation Board (STB) in December 2025. On January 16, the STB, in a 3-0 decision, rejected the application as incomplete. The railroads submitted a modified application on April 30, which was accepted by the STB on May 28, with a requirement for additional details by July 27. Those additional details were submitted to the STB on July 27.

On August 19, the STB formally adopted a review schedule for the revised merger application between Union Pacific (UP) and Norfolk Southern (NS), lifting a regulatory hold placed on the proceeding in May. The updated timeline sets a final decision on the $85 billion transaction for the second half of 2027. Final briefs are due by May 28, 2027, and a final decision is required within 90 days of the close of the record, contingent upon completion of a final environmental review.

**Surface Transportation Board (STB), Passenger Rail Advisory Committee (PRAC)**
The Passenger Rail Advisory Committee (PRAC) held its first meeting of the year on April 24th. Detailed meeting information, including meeting materials, is available online at https://www.stb.gov/resources/stakeholder-committees/prac/. CCJPA Managing Director Rob Padgette serves on the 22-member PRAC as a Member at Large and participated in the meeting. He serves as Chair of the Subcommittee on Joint Intercity and Freight Rail Operations. The second meeting of 2026 is scheduled for September.

**FY 2025-26 Federal Appropriations and Budget Updates**
This year's federal funding was passed by Congress and signed into law on February 3rd after several continuing resolutions and temporary shutdowns. The final funding levels for FY26 are shown in the table below. Notably, the final bill includes a $1M earmark requested by Representative Mike Thompson to improve access to the Davis Station platform.

| | FY2025 | | | FY 2026 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | IIJA Advance Approps | Final Approps bill | Total Funding | IIJA Advance Approps | President request | House | Senate | Amtrak request | Final Approps bill | Total Funding |
| USDOT BUILD | $1.5b | $345m | $1.8b | $1.5b | $0 | $0 | $250m | - | $145m | $1.645b |
| USDOT MEGA | $1b | $0 | $1b | $1b | $0 | $0 | $0 | - | $0 | $1b |
| Amtrak NEC | $1.2b | $1.14b | $2.3b | $1.2b | $850m | $925m | $850m | $850m | $850m | $2.05b |
| Amtrak National Network | $3.2b | $1.29b | $4.5b | $3.2b | $1.58b | $1.388b | $1.58b | $1.58b | $1.58b | $4.78b |
| FRA CRISI | $1b | $100m | $1.1b | $1b | $500m | $538m | $151.5m | - | $137.4m | $1.117b |
| FRA Fed-State Partnership | $7.2b | $75m | $7.3b | $7.2b | $0 | ($75m) | $75m | - | $65m | $6.977b |
| FRA Rail Restoration & Enhancement | $50m | $0 | $50m | $50m | $0 | $0 | $0 | - | $0 | $50m |
| FRA Rail Crossing Elimination | $600m | $0 | $600m | $600m | $0 | $0 | $0 | - | $0 | $600m |
| FTA CIG | $1.6b | $2.2b | $3.8b | $1.6b | $2.2b | $53.7m | $1.95b | - | $1.7b | $3.3b |
| FTA Formula funds | - | $14.279b | $14.279b | - | $14.6b | $14.6b | $14.6b | - | $14.6b | $14.6b |

**FY 2027 Federal Appropriation and Budget Update**
On September 2, President Trump signed into law H.R. 6500, the Continuing Appropriations and Extensions Act of 2027. This Continuing Resolution (CR) averts a government shutdown when the fiscal year ends on September 30 by extending current funding levels through December 11.

The Senate passed the CR by a vote of 90-6 on August 8, with two Republicans, three Democrats, and one independent voting in opposition. On September 1, the House of Representatives passed it by a vote of 370-48, with nineteen Republicans and twenty-nine Democrats voting in opposition.

The CR funds most federal programs, including those under the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act, at Fiscal Year (FY) 2026 levels. The CR also extends Highway Trust Fund contract authority as set by the Infrastructure Investment and Jobs Act (IIJA) through December 11. However, advance appropriations within the IIJA were not carried over; these had provided $4.25 billion annually for public transit and $13.2 billion annually for passenger rail. This represents a cut of 20% in overall federal public transit investment and an 81% cut in passenger rail investment.

**Transportation Reauthorization**

On May 19, the House Transportation and Infrastructure Committee released draft legislation for a five-year surface reauthorization, titled the Building Unrivaled Infrastructure and Long-Term Development for America's 250th (Build America 250) Act. Unlike the IIJA, the bill does not include advance appropriations, meaning that all funding will rely on the annual appropriations process, a far less reliable approach for rail funding. The bill authorizes approximately $64 billion over five years, an amount 38% lower than IIJA levels, and would require annual appropriations of approximately $13 billion to meet that authorization level. Some notable elements of the bill include:

- Corridor ID – The proposal continues to include Corridor ID with specific details on expectations for Service Development Plans, with a related requirement for an annual Project Pipeline Report and a quarterly Project Progress Report from FRA.
- National Intercity Passenger Rail Partnership Program (NIPR) – Authorizes $18.5 billion over five years, subject to annual appropriations. Consolidates the Federal-State Partnership for Intercity Passenger Rail and the Restoration and Enhancement grant programs into this single funding stream.
- CRISI Grant Program – Authorizes approximately $1.8 billion, subject to annual appropriations. By comparison, IIJA provides $1 billion annually in guaranteed funding.
- Rail Crossing Elimination – Authorizes approximately $3.5 billion, subject to annual appropriations (~$700 billion). By comparison, IIJA guaranteed $600 billion annually through advance appropriations.
- Amtrak – Authorizes $10.4 billion for Amtrak's Northeast Corridor and $20.7 billion for Amtrak's National Network over five years.

The Transportation and Infrastructure Committee approved the legislation on May 22 with broad bipartisan support.

The bill has The Senate has not yet released a draft Reauthorization proposal.

In August, a coalition of more than 100 transportation, infrastructure, labor, and business stakeholders increased engagement with congressional leadership regarding the continuation of current IIJA funding levels. The coalition warned that if Division J advance appropriations are excluded from a short-term CR, USDOT programs could face a $36.8 billion annual funding gap beginning October 1, 2026. The States for Passenger Rail Coalition is a participant in this advocacy effort.

The size and breadth of the coalition reflect the role IIJA advance appropriations play in long-term infrastructure planning. If these funds are allowed to lapse, state and local grant programs could experience significant reductions relative to current IIJA funding levels, ranging from 50% to a complete 100% loss of IIJA-level funding. Programs identified as particularly exposed include:

- Mega Grants
- Safe Streets and Roads for All (SS4A)
- Capital Investment Grants (CIG)
- Bridge Formula Program
- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
- Federal-State Partnership for Intercity Passenger Rail
- Port Infrastructure Development Program (PIDP)

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

**Item VII.4**

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO**: Capitol Corridor Joint Powers Authority Board **DATE:** September 11, 2026

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

**SUBJECT:** **CCJPA Capital Project Update**

**PURPOSE**

A. Capital Project Spotlight: Vision Plan Midpoint Check
B. CCJPA Capital Projects Portfolio – To provide the CCJPA Board of Directors with an update on CCJPA capital project portfolio and funding.

**A. Capital Project Spotlight: Vision Plan Midpoint Check**

The CCJPA Board will receive an update on Vision Plan Midpoint Check at its September 16, 2026 meeting.

**B. CCJPA Capital Projects Portfolio (See Tables A-D)**

## Table A – CCJPA Capital Projects, Timeline, and Funding

| CCJPA CAPITAL PROJECTS<br>September 2026 | | | | | |
|---|---|---|---|---|---|
| **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<br>Const: Oct -32 | $ 13,510,000 | $ - | $ 16,510,000 |
| Santa Clara Utility Relocation | Relocate seven (7) City-owned or operated utilities crossing the Railroad's Right-of-Way | Design: Jul - 22<br>Const: May -30 | | $ 3,766,902 | $ 3,766,902 |
| 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<br>Const: Pending funding | $ 12,768,640 | $ 4,400,000 | $ 21,168,640 |
| 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 | $ 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: Jul-2028<br>Design: Mar-2031<br>Const: Jul-2036 | $ 159,197,000 | $ - | $ 475,368,000 |
| 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: Jun-26<br>Const: Apr-30 | $ 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: Nov-2030<br>Design: June-2030<br>Const: Dec-2034* | $ 184,022,243 | $ - | $ 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. | Enviro: Jun-2027<br>Design: TBD<br>Const: TBD | $ 10,700,000 | | $ 272,110,000 |
| | **CAPITAL PROJECT TOTAL** | | **$ 410,754,352** | **$ 33,373,371** | **$ 1,460,524,011** |

## Table B – CCJPA Operations & Maintenance Projects

| CCJPA OPERATIONS & MAINTENANCE PROJECTS<br>September 2026 | | | | | |
|---|---|---|---|---|---|
| **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) | December-27 | $ 62,532,494 | $ - | $ 62,532,494 |
| 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) | December-27 | $ 740,336 | $ 490,207 | $ 1,230,543 |
| 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 | $ 666,813 | $ - | $ 666,813 |
| Northern California Equipment Lease Readiness | A lease agreement for equipment to be deployed in the Northern California fleet is expected to be finalized in early FY 2025–26. Minor work is needed to prepare the equipment for revenue service, with CCJPA leading readiness efforts such as Tap2Ride installation and equipment wrapping. | Pending Caltrans/Caltrain Lease | $ 2,415,000 | $ - | $ 2,415,000 |
| Northern California Onboard Technology | Upgrade, provide, and manage On-Board Wi-Fi for the Northern California Fleet (Annual Business Plan Funding) | Annual | $ 2,676,335 | $ - | $ 2,676,335 |
| 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 | $ 1,564,370 | $ - | $ 1,564,370 |
| | **OPERATIONS & MAINTENANCE PROJECTS PROJECT TOTAL** | | **$ 77,114,348** | | **$ 77,604,555** |

## Table C – CCJPA Planning Studies

| CCJPA Planning Studies<br>September 2026 | | | | | |
|---|---|---|---|---|---|
| **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. | December-27 | $ 939,268 | $ - | $ 939,268 |
| | **PLANNING STUDIES TOTAL** | | **$ 12,215,268** | **$ -** | **$ 12,215,268** |

## Table D – State Rail Assistance Projects and Funding

| STATE RAIL ASSISTANCE (SRA) FUNDING<br>Cycle 1 & 2 Projects<br>September 2026 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Board-Approved SRA Category** | **SRA PROJECT** | **SRA Cycle 1 Approved** | **SRA Cycle 1 Competitive Approved** | **SRA Cycle 2 Approved** | **TOTAL** | **SRA Cycle 2 Adjustments Pending** | **Flexible SRA Cycle 2 Applications Planned** |
| Operational Infrastructure | Agnew Siding | $ - | $ 1,441,969 | $ 2,500,000 | $ 3,941,969 | $ 2,618,000 | $ 3,000,000 |
| Planning/Project Development | Alviso Adaptation Study | $ - | $ - | $ 107,734 | $ 107,734 | $ - | |
| Customer Access | CalPIDS Modernization | $ 2,860,195 | $ - | $ 2,489,053 | $ 5,349,248 | $ 1,211,697 | |
| Operational Infrastructure | Davis Crossovers and Signal Replacement | $ - | $ - | $ 2,247,695 | $ 2,247,695 | $ 6,000,000 | $ 4,000,000 |
| System Safety | Grade Separation and Safety Improvement | $ - | $ - | $ 1,650,000 | $ 1,650,000 | $ - | |
| Operational Infrastructure | Infrastructure Reliability Improvements | $ - | $ - | $ 4,200,000 | $ 4,200,000 | $ (2,000,000) | |
| Operational Infrastructure | South Bay Connect | $ - | $ - | $ 2,497,352 | $ 2,497,352 | $ - | |
| Customer Access | Station Improvements | $ - | $ - | $ 500,000 | $ 500,000 | $ - | |
| Operational Infrastructure | Stege Crossover and Signal Upgrade | $ - | $ - | $ 3,224,000 | $ 3,224,000 | $ - | |
| Operations | Strategic Operations Enhancements | $ - | $ - | $ 1,822,166 | $ 1,822,166 | $ 1,050,000 | |
| System Safety | Right-of-Way Safety and Security | $ 4,721,500 | $ - | $ 9,362,000 | $ 14,083,500 | $ (300,000) | |
| Operational Infrastructure | Signal Replacement/Upgrade* | $ 5,518,305 | $ - | $ - | $ 5,518,305 | $ - | |
| System Safety | UPRR Special Agents | $ - | $ - | $ 1,700,000 | $ 1,700,000 | $ (400,000) | |
| | **Total** | **$ 13,100,000** | **$ 1,441,969** | **$ 32,300,000** | **$ 46,841,969** | **$ 8,179,697** | **$ 7,000,000** |

**Item VII.5**

**Date:** September 11, 2026

**From:** Robert Padgette, Managing Director

**To:** CCJPA Board of Directors

**Subject:** Managing Director's Report – September 2026

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** - CCJPA is collaborating with Operation Lifesaver and Union Pacific to bring together multiple agencies for Rail Safety Month. A kickoff event was held at San Jose Diridon to bring attention to the importance of rail safety. The Website Redesign project remains underway, with staff currently finalizing the design and content. The new site is expected to launch in early November.

b. **Davis Crossover and Signal Replacement** - The design team has completed the design and turned it over to the Union Pacific Railroad for implementation. The project currently faces a $4.0M funding shortfall and is seeking funding through the SRA discretionary funding opportunity. When completed, in addition to on-time performance and infrastructure reliability improvements, this project would provide a gateway to the future replacement of the Davis boarding platforms with a safer, ADA-compliant arrangement utilizing a center island platform with grade-separated pedestrian access. Managed by Amtrak, the boarding platform project is well underway, though Amtrak has recently informed CCJPA that it intends to dramatically reduce the scope of ADA improvements at the station and no longer intends to reconstruct the station. Capitol Corridor staff will continue to coordinate the interests of the stakeholders to advocate for the project to be executed as Amtrak has planned to date.

c. **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. CCJPA is nearly ready to procure a construction contractor for the utility relocation. Upon completion of the design and after utility relocations, UPRR will construct the siding, and CCJPA will oversee related construction activities. The project is short $3.0 million in funding due to inflationary increases and is seeking SRA discretionary funding.

d. **Right-of-Way Safety & Security** - For more than five years, CCJPA has partnered with Union Pacific Railroad (UPRR) on the Right-of-Way Program to address safety, security, and maintenance needs along the Capitol Corridor route. The program supports the abatement of shelters, trees, weeds, and illegal dumping within the railroad right-of-way. CCJPA staff is currently working with UPRR to finalize the next agreement for Fiscal Year 2026–27, covering the period of July 1, 2026 through June 30, 2027.

   The program also supports the installation and repair of security fencing and other access deterrents intended to reduce trespassing and related safety incidents. In addition, the program funds two UPRR Special Agents dedicated to patrolling the Capitol Corridor route. CCJPA staff continues to coordinate with UPRR on priority locations and areas of concern for Special Agent patrols. These efforts are intended to improve safety and security along the corridor while also reducing incidents that can affect Capitol Corridor On-Time Performance (OTP).

   Additionally, CCJPA staff continues to work with the Federal Railroad Administration (FRA) and UPRR to advance the Right-of-Way Safety Improvement Program, which was awarded a $20 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant. The project will install new high-security fencing and related improvements at priority locations along the Capitol Corridor route. Staff is in the final stages of coordination with FRA to complete the grant obligation process and advance the project toward implementation.

e. **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 an ”extension” 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 obtained approval from the FRA for our Corridor ID scope, schedule, and budget for planning work over the next several years. We are waiting for Caltrans and FRA to execute an agreement before we can start work, which is anticipated sometime in 2027.

f. **CalPIDS Modernization** - New California Passenger Information Display System (CalPIDS) equipment cabinets have been installed at the majority of Capitol Corridor stations, with three (3) pending permits or additional approvals. Design and approval processes necessary for electrical work at various stations are also in progress. Due to escalated construction cost estimates, some stations may be prioritized for cabinet installation and electrical work (estimated in Fall/Winter 2026), and others pushed out for completion later in 2027. CalPIDS software is undergoing testing and validation, with initial station testing to be done at Oakland Jack London in September 2026, in coordination with the Amtrak Operations Controls group on the East Coast. The next steps before system turn-up and final testing are power connections to new cabinets, AT&T equipment installations, and CalPIDS equipment installations. System turn-up and final testing are expected in Winter 2026.

g. **South Bay Connect** - With the delay in starting the Corridor ID and Near-Term Service Development Plan process with the FRA and Caltrans, CCJPA staff are exploring ways to initiate NEPA analyses via oversight by the California High Speed Rail Authority (CHSRA). CCJPA staff is also coordinating with Caltrans and CalSTA to make strategic decisions on future delivery options for South Bay Connect. 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. A draft environmental document, currently expected to be an Initial Study/Environmental Assessment (IS/EA), is expected to be released for public review and comments in Fall 2026.

**RECOMMENDATION**
For information only.

Please find attached the agenda/notice + materials for the **CCJPA Board of Directors Meeting** on **Wednesday, September 16, 2026, at 9:00am**.

You may also download the agenda at https://www.capitolcorridor.org/ccjpa-board/.

Board Members who have confirmed their attendance and location:

| **Director** | **Location**<br>***In Person - STA Board Room (Main Location)**<br>*****Teleconference*** |
|---|---|
| San Francisco Bay Area Rapid Transit District (BART) | **5** |
| Mark Foley | *****BART Headquarters / CCJPA Offices*** |
| Melissa Hernandez, *Vice Chair* | *****Scott Haggerty Heritage House*** |
| Robert Raburn | *In Person |
| Matthew Rinn | *In Person |
| Edward Wright | *****BART Headquarters / CCJPA Offices*** |
| | |
| Placer County Transportation Planning Agency (PCTPA) | **2** |
| Bruce Houdesheldt, Chair | *In Person |
| Ken Broadway | *****Additional Teleconference Location*** |
| | |
| Sacramento Regional Transit District (SACRT) | **2** |
| Rod Brewer | *In Person |
| Roger Dickinson | *In Person |
| | |
| Santa Clara Valley Transportation Authority (VTA) | **1** |
| Linda Sell | *****Valley Transportation Authority (VTA) Offices*** |
| | |
| Solano Transportation Authority (STA) | **2** |
| Steve Bird | *In Person |
| Alma Hernandez | *In Person |
| | |
| Yolo County Transportation District (Yolobus) | **2** |
| Josh Chapman | *In Person |
| Lucas Frerichs | *In Person |
| | |
| **Total Voting Directors Confirmed for Sept 16, 2026** | **14** |

Thank you!

Mimi Kyi | Executive Assistant
Capitol Corridor Joint Powers Authority | 2150 Webster St, 3rd Floor, Oakland, CA 94612
Mobile: (510) 506-9540 | Email: mimik@capitolcorridor.org

**From:** Murray01, Cynthia
**Sent:** Thursday, September 17, 2026 4:41 PM
**Subject:** [EXTERNAL] Agenda Posted: Planning Commission 9/24/26 Meeting
**Importance:** High

**CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!**

Good afternoon,

The agenda and related materials for the September 24, 2026 meeting of the Planning Commission are now available online at:

https://sccgov.iqm2.com/Citizens/Detail_Meeting.aspx?ID=17736

Members of the public may access the virtual meeting through the following link:

> https://sccgov-org.zoom.us/j/87800315267 (recommended) or by smart phone at (669) 900-6833, Meeting ID 878 0031 5267# (participant ID not required)

Please do not hesitate to contact our office with any questions.

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