

From: VTA Board Secretary
Sent: Monday, February 9, 2026 8:48 AM
To: VTA Board of Directors
Subject: From VTA: VTA record ridership expectations smashed

Contact: Media.Relations@VTA.org
408-464-7810

February 8, 2026

VTA Exceeds Record Ridership Expectations for Super Bowl LX

SAN JOSE, CA – Fans traveling to Super Bowl LX rode Santa Clara Valley Transportation Authority (VTA) light rail and buses in record numbers, **far exceeding expectations**.

VTA carried more than **30,000 riders to and from Levi's Stadium** for the big game — about 5,000 more than service planners anticipated and far surpassing previous ridership records set during the 2023 Taylor Swift concerts.

Approximately 40 percent of passengers transferred from Caltrain to VTA at the Mountain View Transit Center, while about 60 percent traveled from Downtown San José or transferred from BART to VTA light rail at the Milpitas Transit Center.

Following the game, VTA implemented a modified post-event service plan using two stations—Lick Mill and Great America—instead of the typical single-station configuration. Post game, the agency cleared more than 13,000 departing passengers from light rail platforms in under 90 minutes.

About VTA

Santa Clara Valley Transportation Authority (VTA) is an independent special district that is responsible for bus, light rail and paratransit operations, transportation planning, and serves as the county's congestion management agency.

From: VTA Board Secretary

Sent: Monday, February 9, 2026 12:21 PM

To: VTA Board of Directors

Subject: From VTA: Thank You for Delivering a Successful Super Bowl LX

Board of Directors:

Attached is a memorandum from Carolyn M. Gonot, VTA's General Manager/CEO, sent to VTA Employees thanking them for delivering a successful Super Bowl LX.

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone 408-321-5680



MEMORANDUM

TO: VTA Employees

FROM: Carolyn M. Gonot, General Manager/CEO 

DATE: February 9, 2026

SUBJECT: Thank You for Delivering a Successful Super Bowl LX

I want to extend my deepest thanks to everyone who helped make Super Bowl LX transportation a tremendous success.

The day began with challenges in downtown San Jose due to police activity. Thanks to swift action by Operations staff, particularly Way, Power and Signal and Rail Control, along with strong collaboration with our partners at the City, we received the all-clear around 11:00 a.m., and our systems began to recover. Your ability to adapt quickly and respond effectively truly made all the difference.

This was a historic event for our region, and you rose to the occasion with professionalism, teamwork, and pride. From our operators who safely and reliably moved a record 30,000 riders to and from Levi's Stadium to our maintenance teams who worked tirelessly to keep our fleet and facilities ready, your dedication is recognized and appreciated.

During this event, I had the opportunity to visit the Guadalupe Light Rail Yard, spend time talking with passengers on the platform and participate in the Emergency Operations Center (EOC). Seeing your work up close, whether in the field, at control centers, or directly serving our riders, was truly inspiring and reinforced just how much coordination, skill, and care goes into delivering service at this scale.

I also want to recognize our field supervisors, operations teams, EOC and Operations Control Center (OCC) staff, ambassadors, fare inspectors, customer service representatives, marketing, communication, real estate, service planners and all those working behind the scenes. Many of you worked long hours, adjusted schedules, solved problems in real time, and supported one another to ensure our riders had a safe, smooth, and welcoming experience.

Because of your efforts, VTA showed the region and the world what public transportation, done well, truly looks like. You demonstrated not only technical excellence, but also a genuine commitment to community service.

Thank you for your hard work, flexibility, and teamwork. I am incredibly proud of what we accomplished together, and grateful to work alongside such a dedicated group of professionals.

From: VTA Board Secretary

Sent: Monday, February 9, 2026 5:03 PM

To: VTA Board of Directors

Cc: Gonot, Carolyn

Subject: From VTA: Performance and Ridership Success During Super Bowl LX

Importance: High

VTA Board of Directors,

Attached is a memo from VTA General Manager/CEO Carolyn M. Gonot regarding VTA's transit service during Super Bowl LX.

Santa Clara Valley Transportation Authority

3331 North First Street,

San Jose, CA 95134-1927



MEMORANDUM

TO: VTA Board of Directors

FROM: Carolyn M. Gonot, General Manager/CEO



DATE: February 9, 2026

SUBJECT: VTA Performance and Ridership Success During Super Bowl LX

I am pleased to share that VTA delivered a highly successful transit operation for Super Bowl LX at Levi's Stadium. We had a clear game plan, and our teams executed it exceptionally well.

Our marketing and media message—VTA is the best way to get to the big game—resonated strongly with the public, including riders traveling from near and far. As a result, we achieved record ridership of approximately 30,000 passengers for the event. This exceeds the ridership carried for the Taylor Swift concert in 2023 by 5,000 riders and represents a significant milestone for the agency.

Customer experience was a key focus throughout the event. We deployed more than 100 ambassadors across platforms systemwide to answer questions and assist riders with trip navigation. This effort was complemented by vibrant, highly visible wayfinding signage. Our Customer Service Representatives were available by phone for extended hours, and riders received timely, accurate information through mobile apps, a dedicated webpage, and our social media channels.

Despite a critical incident early on Super Bowl Sunday—a street closure in San José due to a police investigation that required single tracking through downtown for much of the morning—our Operating and Way, Power, and Signal divisions provided exemplary service. Their efforts ensured that customers and dedicated fans arrived at Levi's Stadium in time for gate openings at 11:30 a.m.

I personally rode the system and spent time on trains and platforms speaking with patrons, who were high-spirited and appreciative of their experience traveling to the stadium. I also visited our Guadalupe Division and Operations Control Center and participated in policy meetings at the Emergency Operations Control Center. The skill, professionalism, and dedication of our employees were truly admirable.

Yesterday's success reflects strong cross-departmental collaboration and months of preparation, supported by the Board's continued commitment to VTA's mission and major event readiness. Thank you for your unwavering support.

We will be debriefing with our teams to capture lessons learned and apply them as we prepare for the upcoming FIFA World Cup matches.

From: VTA Board Secretary

Sent: Thursday, February 12, 2026 11:24 AM

To: VTA Board Secretary

Subject: From VTA: VTA Earns National Recognition for Commuter Benefits Leadership



Contact: Media.Relations@VTA.org

408-464-7810 (no texts)

February 12, 2026

VTA Earns National Recognition for Commuter Benefits Leadership

VTA named a Best Workplace for Commuters in 2026

San Jose, CA — The Santa Clara Valley Transportation Authority (VTA) has been named a 2026 Best Workplace for Commuters (BWC™), a national designation recognizing employers that lead the way in offering innovative and impactful commuter benefits. VTA joins over 800 organizations across the United States and Canada committed to helping employees commute smarter, save money, and improve quality of life.

This recognition reflects VTA's continued investment in programs that reduce commuting stress, expand transportation choices, and support both employee well-being and broader community goals.

“Supporting how our employees get to and from work is an important part of creating a workplace where people can thrive,” said VTA Chief People Officer Sonya Morrison. “Our commuter benefits program aligns with our values while also making practical, measurable improvements for our employees and our organization.”

VTA's commuter benefits program includes:

- Hybrid or flexible work options
- Transit subsidies or pre-tax commuter benefits
- Electric vehicle charging infrastructure

- Carpool or vanpool programs
- Bicycle amenities such as secure parking or showers
- Other relevant commuter benefits

To earn the Best Workplace for Commuters designation, VTA met the National Standard of Excellence in commuter benefits. This achievement demonstrates leadership in:

- Improving work-life balance through flexible and reliable commuting options
- Supporting sustainability and positive community impact
- Attracting and retaining talent with competitive mobility benefits
- Managing facilities and transportation resources efficiently

“We are proud to recognize VTA as a 2026 Best Workplace for Commuters,” said Julie Bond, BWC™ Program Director. “Employers like VTA understand that commuter benefits are no longer a perk—they are a strategic investment in employees, communities, and long-term success.”

About VTA

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About Best Workplaces for Commuters?

Best Workplaces for Commuters (BWC™) is the national authority on recognizing and supporting employers that offer exceptional commuter benefits. The BWC program is managed by the Center for Urban Transportation Research at the University of South Florida. For more information, contact jmbond@usf.edu or visit www.bestworkplaces.org.

From: VTA Board Secretary

Sent: Friday, February 13, 2026 3:59 PM

To: VTA Board of Directors

Subject: From VTA: VTA Correspondence: Week Ending February 13, 2026

Board of Directors,

Attached is correspondence for the week ending February 13, 2026 as described below.

| From | Topic |
|-----------------------------------|---|
| Robert Padgette, Capital Corridor | Super Bowl LX Update: Outstanding Ridership and Event Delivery - Feb 10, 2026 |
| Mimi Kyi, Capital Corridor | CCJPA Board of Directors February 18, 2026 Meeting Agenda and Meeting Slidedeck |

Thank you,

Office of the Board Secretary

Santa Clara Valley Transportation Authority

3331 North First Street, Building B

San Jose, CA 95134-1927

Phone **408-321-5680**





MEMO

To: CCJPA Board Directors
From: Robert Padgette, Managing Director
Date: February 10, 2026
Subject: Super Bowl LX Update: Outstanding Ridership and Event Delivery

BOARD OF DIRECTORS

**PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY**
Bruce Houdesheldt, Chair
Ken Broadway
Suzanne Jones (alt.)

**SACRAMENTO REGIONAL
TRANSIT DISTRICT**
Roger Dickinson
Tim Schaefer
Patrick Kennedy (alt.)
Rod Brewer (alt.)

**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**
Edward Wright
Janice Li
Mark Foley
Matthew Rinn
Melissa Hernandez, Vice Chair
Robert Raburn

**SANTA CLARA VALLEY
TRANSPORTATION
AUTHORITY**
Linda Sell
Sudhanshu Jain

**SOLANO TRANSPORTATION
AUTHORITY**
Alma Hernandez
Steve Bird
Catherine Moy (alt.)

**YOLO COUNTY
TRANSPORTATION
DISTRICT**
Josh Chapman
Lucas Frerichs
Mayra Vega (alt.)

EXECUTIVE OFFICERS

Robert Powers
Executive Director

Robert Padgette
Managing Director

This memo is to brief the CCJPA Board on the outstanding ridership levels and successful service delivery of Super Bowl LX at Levi's Stadium in Santa Clara, CA, on February 8, 2026.

We are pleased to inform the board of Capitol Corridor's success in supporting Super Bowl LX. Transit and intercity rail providers across the region delivered this event with exceptional coordination between CCJPA staff, Amtrak, the San Joaquins Regional Rail Commission, Union Pacific, the Bay Area Host Committee, the NFL, the Santa Clara Valley Transportation Authority, BART, Caltrain, local law enforcement, and numerous other regional partners.

By the numbers:

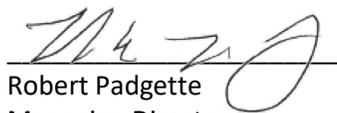
Approximate attendance at Super Bowl LX: 70,823
CCJPA total ridership on the day of the event: 5,058
Estimated ridership to and from the Great America Station: 2,500

The event resulted in a total daily ridership of more than 50% more than an average Sunday and was our third-highest single-day ridership figure since the Covid-19 pandemic. The crowds were handled with eight round trips from Sacramento to Great America / Levi's Stadium, with three targeted "game trains" to and from the event. These game trains all arrived or departed within about an hour of each other, allowing fans to customize their transportation experience to meet their needs.

Despite several day-of operational challenges, the team on the ground, in the field, and in dispatching centers managed to deliver all six game trains with minimal delays. The smallest delay being 9 minutes, and the longest being 22 minutes.

Our success is thanks to the effort of regional coordination, operational partners, law enforcement, and the hard work of everyone involved. It also sets the stage for an even more successful FIFA World Cup, which we look forward to delivering in June and July of 2026.

If you have any questions, please feel free to reach out to Charles Franz, Manager of Transportation at CharlesF@capitolcorridor.org.


Robert Padgette
Managing Director

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

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

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

Subject: [EXTERNAL] Agenda & Notice | CCJPA Board of Directors Meeting - Wednesday, February 18, 2026 at 10:00AM
Date: Wednesday, February 11, 2026 2:57:13 PM
Attachments: [image001.png](#)
[Feb 18, 2026 CCJPA Board Meeting Agenda & Notice_Final1.pdf](#)
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,

Please find attached the agenda/notice for the **CCJPA Board of Directors Meeting on [Wednesday, February 18, 2026, at 10:00am](#)**. 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, February 13, 2026) in advance of the scheduled meeting.**

Board Members who have confirmed their attendance and location:

| Location | |
|---|--|
| *In Person - BART Board Room (Main Location) | |
| Director | **Teleconference |
| San Francisco Bay Area Rapid Transit District (BART) | 5 |
| Mark Foley | <i>*In Person</i> |
| Melissa Hernandez, <i>Vice Chair</i> | **Scott Haggerty Heritage House |
| Janice Li | <i>*In Person</i> |
| Robert Raburn | <i>*In Person</i> |
| Matthew Rinn | <i>*In Person</i> |
| Placer County Transportation Planning Agency (PCTPA) | 2 |
| Bruce Houdesheldt, <i>Chair</i> | <i>*In Person</i> |
| Ken Broadway | **2004 Denton Ct, Rocklin, CA 95765 |
| Sacramento Regional Transit District (SACRT) | 2 |
| Roger Dickinson | **Sacramento City Hall |
| Tim Schaefer | *Citrus Heights City Hall |
| Santa Clara Valley Transportation Authority (VTA) | 2 |
| Sudhanshu Jain | **City of Santa Clara City Hall |
| Linda Sell | **Valley Transportation Authority (VTA) Offices |
| Solano Transportation Authority (STA) | 2 |
| Steve Bird | **Dixon City Hall |
| Alma Hernandez | **Suisun City Hall |
| Yolo County Transportation District (Yolobus) | 1 |
| Mayra Vega (alternate) | **Woodland City Hall |
| Total Voting Directors Confirmed for Feb 18, 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, February 18, 2026 | 10:00 a.m.**

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

Participants may join the CCJPA Board Meeting as follows:

- **In person** in the San Francisco Bay Area Rapid Transit Board Room located at 2150 Webster St., 1st Floor, Oakland, CA 94612 *or* any of the teleconference locations listed below; *or*
- **Via telephone** by calling 1-833-548-0282 (Toll Free) and entering access code **861 8621 1743**; *or*
- **Via Zoom** by logging into Zoom.com and entering access code **861 8621 1743**; *or*
- **Via Zoom** by typing the Zoom link <https://us06web.zoom.us/j/86186211743> into your web browser.

A simultaneous teleconference will take place at the following locations:

| | |
|--|--|
| The Scott Haggerty Heritage House 4501 Pleasanton Ave, Pleasanton CA 94566 Front Conference Room | Dixon City Hall 600 East A Street, Dixon, CA 95620 Back Conference Room |
| City of Santa Clara City Hall 1500 Warburton Ave, Santa Clara, CA 95050 Council Conference Room – East Wing, 1st Floor | Suisun City Hall 701 Civic Center Blvd., Suisun City, CA 94585 City Hall Chambers |
| Valley Transportation Authority (VTA) Offices 3331 North First Street, San Jose, CA 95134 Building B, Room B104 | Citrus Heights City Hall 6360 Fountain Square Drive, Citrus Heights, CA 95621 City Council Chambers Conference Room |
| Sacramento City Hall 915 I Street, Sacramento, CA 95814 RM CH 5110 - Fifth Floor | Woodland City Hall 300 1st Street, Woodland CA 95695 Council Chambers Room |
| Additional Teleconference Location 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, February 17th will be provided to the Board in advance of the meeting and will be included as part of the permanent Meeting record. Comments received after that time will be provided to the Board following the Meeting; *or*

2. **Verbal** comments, limited to two minutes per person, per item:
 - Complete a “Request to Address the Board” form (available at the entrance to the Board Room) and hand it to the Secretary before the Item is considered by the Board.
 - Call 1-833-548-0282 (Toll Free), enter access code **861 8621 1743**, 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 **861 8621 1743**, and use the raise hand feature; *or*
 - Join the Board meeting via the Zoom link <https://us06web.zoom.us/j/86186211743> and use the raise hand feature.

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance (*Est. Time: 5 minutes*)
- III. Report of the Chair (*Est. Time: 5 minutes*)
- IV. Consent Calendar (*Est. Time: 5 minutes*) *Action*
 1. Approve Minutes of the November 19, 2025 Meeting
 2. Authorize Amendment to State Rail Assistance (SRA) Cycle 2 Funding
 3. Authorize Potential Funding Agreement with Caltrans for Solano Rail Hub Planning Project

- V. Action and Discussion Items *Info*
 1. Operations Update (*Est. Time: 15 minutes*) *Info*
 2. CCJPA Capital Project Update (*Est. Time: 15 minutes*)
 - a. Vision Plan Update *Info*
 - b. CCJPA Capital Project Portfolio *Info*
 3. Legislation and Funding Update – State and Federal (*Est. Time: 15 minutes*) *Action*
 4. Managing Director’s Report (including Program and Project Updates) (*Est. Time: 10 minutes*) *Info*

- VI. Board Director Reports (*Est. Time: 5 minutes*)
- VII. Public Comments (*Est. Time: 10 minutes*)
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., April 15, 2026 – Solano Transportation Authority Board Room in Suisun City, 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 Kyj](#)
To: [Mark Foley](#); [Melissa Hernandez](#); [Janice Li](#); [Robert Raburn](#); [Matthew Rinn](#); [Edward Wright](#); [Bruce Houdesheldt](#); [Ken Broadway](#); [Suzanne Jones](#); [rdickinson](#); [tschaefer](#); [rbrewer](#); [Patrick Kennedy](#); [Melissa Lee](#); [Sudhanshu Jain](#); [Linda Sell](#); [sbird_fordixoncitycouncil](#); [sbird_dixonpd](#); [sbird](#); [Alma Hernandez](#) ([ahernandez](#)); [cmoy](#); [JChapman](#); [lucas.frerichs](#); [lucasf](#); [mayra.vega](#); [Robert Franklin](#); [Byron Toma](#); [David Melko](#); [mclick](#); [aadams](#); [JDrake](#); [Gonzalez-Estay](#); [Manolo R](#); [Greene](#); [Beverly](#); [Daryl Halls](#); [kgregana](#); [Robert Guerrero](#); [Autumn Bernstein](#); [bvaughanbechtold](#); [Robert Franklin](#); [Jennifer Halpern](#); [Sandra Schrimsher](#); [Maq Tatum](#); [Jeana Zelan](#); [Robert Powers](#); [Monique Salas](#); [Michael Jones](#); [Alfonzo Rigel](#); [Joseph Beach](#); [Nicole Granados](#); [SSabol](#); [tlsmith](#); [qkirbyson](#); [DValdezJones](#); [avan](#); [afeeneey](#); [jlowe](#); [moqaveror](#); [mlee](#); [mle](#); [mcasorla](#); [Baltao](#); [Elaine](#); [Garza](#); [Michelle](#); [VTA Board Secretary](#); [Paris](#); [Amy](#); [jmasiclat](#); [Iruiz](#); [vjaimes](#); [caagnon](#); [Tara Thronson](#); [emily.ault](#); [michaelspelis](#); [fudvarhely](#); [mlee](#); [mle](#); [mcasorla](#); [Gonzalez-Estay](#); [Manolo R](#); [Baltao](#); [Elaine](#); [Young](#); [Thalia](#); [Iruiz](#); [Alma Hernandez](#) ([ahernandez](#)); [avan](#); [jlowe](#); [Feeneey](#); [Ashley](#); [rdickinson](#); [Denecia Valdez Jones](#); [Mayra.Vega](#); [Jennifer.Robinson](#); [Ken.Broadway](#); [CCJPA Staff](#); [Faoud Karim](#); [Angie West](#); [Arijmy Quinsay](#); [Stephen Connell](#)

Subject: [EXTERNAL] Agenda/Notice & Slide Deck | CCJPA Board of Directors Meeting - Wednesday, February 18, 2026 at 10:00AM
Date: Friday, February 13, 2026 9:38:54 AM
Attachments: [image001.png](#)
[Agenda Notice + Materials Feb 18, 2026 CCJPA Board Meeting_FINAL1.pdf](#)
[Slide Presentation Feb 18, 2026 CCJPA Board Meeting_FINAL1.pdf](#)
Importance: High

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 - 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, February 17th will be provided to the Board in advance of the meeting and will be included as part of the permanent Meeting record. Comments received after that time will be provided to the Board following the Meeting; *or*

2. **Verbal** comments, limited to two minutes per person, per item:
 - Complete a “Request to Address the Board” form (available at the entrance to the Board Room) and hand it to the Secretary before the Item is considered by the Board.
 - Call 1-833-548-0282 (Toll Free), enter access code **861 8621 1743**, 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 **861 8621 1743**, and use the raise hand feature; *or*
 - Join the Board meeting via the Zoom link <https://us06web.zoom.us/j/86186211743> and use the raise hand feature.

AGENDA

- I. Call to Order
- II. Roll Call and Pledge of Allegiance (*Est. Time: 5 minutes*)
- III. Report of the Chair (*Est. Time: 5 minutes*)
- IV. Consent Calendar (*Est. Time: 5 minutes*) *Action*
 1. Approve Minutes of the November 19, 2025 Meeting
 2. Authorize Amendment to State Rail Assistance (SRA) Cycle 2 Funding
 3. Authorize Potential Funding Agreement with Caltrans for Solano Rail Hub Planning Project

- V. Action and Discussion Items *Info*
 1. Operations Update (*Est. Time: 15 minutes*) *Info*
 2. CCJPA Capital Project Update (*Est. Time: 15 minutes*)
 - a. Vision Plan Update *Info*
 - b. CCJPA Capital Project Portfolio *Info*
 3. Legislation and Funding Update – State and Federal (*Est. Time: 15 minutes*) *Action*
 4. Managing Director’s Report (including Program and Project Updates) (*Est. Time: 10 minutes*) *Info*

- VI. Board Director Reports (*Est. Time: 5 minutes*)
- VII. Public Comments (*Est. Time: 10 minutes*)
- VIII. Adjournment. Next Meeting Date: 10:00 a.m., April 15, 2026 – Solano Transportation Authority Board Room in Suisun City, 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 146th MEETING (REGULAR)
WEDNESDAY, NOVEMBER 19, 2025**

Members of the Board of Directors

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

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

MEETING DESCRIPTION

The 146th 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, November 19, 2025, at the BART Headquarters / CCJPA Offices, 2150 Webster Street, 1st Floor – Board Room, Oakland, and via simultaneous teleconference at the following locations:

City of Santa Clara City Hall, 1500 Warburton Avenue, Council Conference Room – East Wing, 1st Floor, Santa Clara; Dixon City Hall, 600 East A Street, Front Conference Room, Dixon; the Scott Haggerty Heritage House, 4501 Pleasanton Avenue, Front Conference Room, Pleasanton; Suisun City Hall, 701 Civic Center Boulevard, City Hall Chambers, Suisun City; the Office of Yolo County Supervisor Lucas Frerichs, 600 A Street, Suite B, Davis; and City of Citrus Heights City Hall, 6360 Fountain Square Drive, City Council Chambers Conference Room, Citrus Heights.

Chair Houdesheldt presided; Robert Franklin, Recording Secretary.

I. CALL TO ORDER

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

II. ROLL CALL AND PLEDGE OF ALLEGIANCE

Directors Present in Oakland:

Bruce Houdesheldt, Placer County Transportation Planning Agency (PCTPA); Ken Broadway, PCTPA; Janice Li, Bay Area Rapid Transit (BART); Matthew Rinn, BART; Robert Raburn, BART; Edward Wright, BART.

Directors Present via Teleconference in Pleasanton at the Scott Haggerty Heritage House:
Melissa Hernandez, BART.

Directors Present via Teleconference in the City of Citrus Heights:
Tim Schaefer, SACRT.

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

Directors Present via Teleconference in the City of Dixon:
Steve Bird, Solano Transportation Authority (STA).

Directors Present via Teleconference in the City of Suisun:
Alma Hernandez, STA.

Directors Present via Teleconference in Yolo:
Lucas Frerichs, Yolo County Transportation District (YCTD); Josh Chapman, YCTD; Roger Dickinson, Sacramento Regional Transit District (SACRT).

Directors Absent: Mark Foley, BART, and Linda Sell, SCVTA.

Director Rinn led the Pledge of Allegiance.

III. REPORT OF THE CHAIR

Chair Houdesheldt summarized the meeting procedures and explained the public comment process for participants attending in person and via teleconference.

Chair Houdesheldt congratulated Bob Franklin on his appointment by the BART Board as District Secretary and confirmed his role as Secretary for CCJPA, noting that Mr. Franklin has already made a significant impact in his short tenure. He previously served as Interim Secretary and is a former CCJPA Board Member and past Chair.

IV. CONSENT CALENDAR

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

1. Approve Minutes of the September 17, 2025 Meeting.
2. Approve Agreement with California Operation Lifesaver for Rail Safety Education.
3. Authorize Agreement with Union Pacific Railroad (UPRR) for FY 2025 Capitalized Maintenance.
4. Authorize a Budget Revision for the Stege Crossover and Signal Upgrade Project.
5. Approve Amendment to Agreement with Union Pacific Railroad (UPRR) for Davis Crossover and Signal Project.

Public Comment

No public comments were received.

Action

Director Raburn 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 September 17, 2025 Meeting were approved. (14-0)
2. Resolution No. 25-27, Approving the Agreement with California Operation Lifesaver for Rail Safety Education, was adopted. (14-0)
3. Resolution No. 25-28, Authorizing the Agreement with Union Pacific Railroad (UPRR) for FY 2025 Capitalized Maintenance, was adopted. (14-0)
4. Resolution No. 25-29, Authorizing a Budget Revision for the Stege Crossover and Signal Upgrade Project, was adopted. (14-0)
5. Resolution No. 25-30, Approving an Amendment to the Agreement with Union Pacific Railroad (UPRR) for the Davis Crossover and Signal Project, was adopted. (14-0)

Vote Summary:

Moved / Seconded: Director Raburn/ Director Rinn

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Dickinson, Frerichs, A. Hernandez, Jain, Li, Rinn, Raburn, Schaefer, Wright.

No: 0.

Abstain: 0.

Absent: Foley, Sell.

Result: 14-0, motion carried by unanimous roll call vote.

V. ACTION AND DISCUSSION ITEMS

1. Adopt Additional FY 2026 Annual Business Plan Funding for FY 2025 Amtrak Operations Agreement. (Resolution No. 25-31)

Rob Padgette, Managing Director, introduced the item; a presentation was provided by Leo Sanchez, Deputy Managing Director, and Charles Franz, the new Manager of Capitol Corridor Transit Support.

Public Comment

Paul Sanftner addressed the Board.

Discussion

The item was discussed by Board Members and staff.

Action

Upon motion by Director Rinn and second by Director Raburn, Resolution No. 25-31, In the Matter of Adopting the Capitol Corridor Joint Powers Authority Additional FY 2026 Annual Business Plan Funding for FY 2025 Amtrak Operations Agreement, was adopted. (14-0)

Vote Summary:

Moved / Seconded: Director Rinn/ Director Raburn

Aye: Houdesheldt, M. Hernandez, Bird, Broadway, Chapman, Dickinson, Frerichs, A. Hernandez, Jain, Li, Rinn, Raburn, Schaefer, Wright.

No: 0.

Abstain: 0.

Absent: Foley, Sell.

Result: 14-0, motion carried by unanimous roll call vote.

Director Bird announced his departure and exited the meeting.

2. Advertising Program Update.

Rob Padgette, Managing Director, introduced the item; a presentation was provided by Vernae Graham, Capitol Corridors Principal Marketing Representative, and Priscilla Kalugdan, Manager of Capitol Corridor Market/Communications.

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.

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

Rob Padgette, Managing Director, provided the presentation.

Public Comment

No public comments were received.

Discussion

There was no discussion by the Board Members and staff on this matter.

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

Public Comment

Liz Ames and Roland addressed the board.

Discussion

The item was discussed by Board Members and staff.

Action

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

5. Managing Director’s Report.

Managing Director Rob Padgette provided the Board with an update.

Public Comment

No comments were received.

Discussion

There was no discussion by the Board Members and staff on this matter.

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.

VII. PUBLIC COMMENTS

Gerald Cauthen, Jeffrey Beeman, and Roland Lebrun addressed the Board.

VIII. ADJOURNMENT

The meeting adjourned at 11:08 a.m. Next Meeting Date: 10:00 a.m., February 18, 2026 – SF Bay Area Rapid Transit Board Room in Oakland.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 13, 2026
FROM: Robert Padgette
 Managing Director, CCJPA
SUBJECT: Authorize Amendment to State Rail Assistance (SRA) Cycle 2 Funding

PURPOSE

For the CCJPA Board to accept additional State Rail Assistance (SRA) Cycle 2 funding in the amount of \$10.7 million to support CCJPA’s SRA-eligible projects, pursuant to the July 8, 2025 SRA allocation and the release of the SRA Final Amended Guidelines, which has been extended through FY 2025-26.

BACKGROUND

The California State Transportation Agency’s (CalSTA) State Rail Assistance program was developed under Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, which is a historic transportation measure that will provide over \$54 billion by 2027 to maintain and improve California’s transportation system. SB 1 sets aside approximately \$7.7 billion for rail and transit investments, and within that amount, approximately \$454 million is directed specifically to commuter rail and intercity rail. Section 99312.3 of the Public Utility Code continuously appropriates the revenue received from a ½ percent sales tax on diesel fuel to SRA.

Under the original SRA Cycle 2 Program Guidelines released in December 2019, CalSTA estimated CCJPA’s share of the SRA funding for intercity rail to be \$29.8 million for the period of FY 2020-21 to FY 2024-25. On July 8, 2025, CalSTA informed CCJPA that the amount of SRA Cycle 2 funding available to CCJPA has increased by \$3.1 million of Supplemental SRA revenues (specifically, an increase in accrued SRA revenue and accrued interest). While the review and development of future guidelines are currently underway, in December 2025, CalSTA administratively extended the current guidelines by an additional year, with updated funding numbers through FY2025-26, including \$7.6 million for CCJPA.

The CCJPA Board, through Resolution 20-12 (June 17, 2020), authorized CCJPA to submit SRA allocation applications for the \$29.8 million for CCJPA projects that align with the following program categories permitted by the SRA program:

- **Customer Access:** From station mode of access improvements to customer technology improvements, this funding category is used to improve ease of access to use the Capitol Corridor service.

- **System Safety:** Designed to ensure continued safe operations, projects such as fencing, right-of-way (ROW) clean-up, warning lights, and lighting at stations are funded under this category.
- **Planning/Project Development:** This broad pre-project implementation category supports planning efforts (such as the Vision Plan and Alviso Adaptation Study) or specific projects with matching funding that are in the pre-California Environmental Quality Act (CEQA) process.
- **Operational Infrastructure:** This funding category is designed to enhance operational reliability and support on-time performance, as well as rail infrastructure projects such as upgraded signal systems, sidings, crossovers, and large capital infrastructure projects.
- **Operations Funding:** This category is used to support actual service operations needs and operational funding gaps, such as those related to a global pandemic or other funding shortfall.

Additional SRA Cycle 2 Funding

Today, we are asking the CCJPA Board to approve the increase of \$3.1 million in Supplemental SRA, plus the addition of \$7.6 million in FY 2025-26 SRA revenues assigned to CCJPA as a result of the SRA Final Amended Guidelines for a total of \$10.7 million in new SRA Cycle 2 funding. We are also requesting that the CCJPA Board authorize CCJPA staff to submit SRA allocation requests under the original Board-approved SRA program categories described above. CCJPA staff will continue to seek and receive project-specific approval from the CCJPA Board prior to expending SRA funds as required by the CCJPA procurement policies.

| SRA Cycle 2 Funding | Amount | Note |
|----------------------------------|----------------------|-------------------------------------|
| FY 2020-21 to FY 2024-25 SRA | \$ 29,800,000 | Original allocation |
| Supplemental SRA Revenues | \$ 3,079,072 | Per July 2025 SRA Allocation Letter |
| FY 2025-26 SRA | \$ 7,600,625 | Per Final Amended Guidelines |
| Total SRA Cycle 2 Funding | \$ 40,479,697 | |

As of the date of this writing, per the following chart, CCJPA staff intends to utilize the additional SRA funding for existing SRA Cycle 2-approved projects of Davis Crossover Signal Replacement (\$5.0 million), Right-of-Way Safety and Security (\$0.7 million), and a new SRA Cycle 2 project, Agnew Siding Construction (\$4.1 million). However, use of the full \$10.7 million of new SRA funding is still under discussion, and CCJPA staff will continue to update the CCJPA Board regarding use of SRA funding through the regular SRA Project Report in the Capital Project Update Item included in the CCJPA Board meeting agenda packet.

STATE RAIL ASSISTANCE (SRA) FUNDING
Cycle 2 Projects
February 2026

| Board-Approved SRA Category | SRA PROJECT | SRA Cycle 2 Approved Projects | Pending/Future Applications | TOTAL |
|------------------------------|---|-------------------------------|-----------------------------|----------------------|
| Operational Infrastructure | Agnew Siding | \$ - | \$ 4,118,000 | \$ 4,118,000 |
| Planning/Project Development | Alviso Adaptation Study | \$ 107,734 | \$ - | \$ 107,734 |
| Customer Access | CalPIDS Modernization | \$ 2,489,053 | \$ - | \$ 2,489,053 |
| Operational Infrastructure | Davis Crossovers and Signal Replacement | \$ 2,247,695 | \$ 5,000,000 | \$ 7,247,695 |
| System Safety | Grade Separation and Safety Improvement | \$ 1,650,000 | \$ - | \$ 1,650,000 |
| Operational Infrastructure | Infrastructure Reliability Improvements | \$ 4,200,000 | \$ - | \$ 4,200,000 |
| 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 |
| System Safety | Right-of-Way Safety and Security | \$ 9,362,000 | \$ 720,000 | \$ 10,082,000 |
| System Safety | UPRR Special Agents | \$ 1,700,000 | \$ - | \$ 1,700,000 |
| | Total | \$ 29,800,000 | \$ 9,838,000 | \$ 39,638,000 |

RECOMMENDATION

It is recommended that the CCJPA Board approves an increase to SRA Cycle 2 funding amount by \$10.7 million per CalSTA’s July 2025 SRA allocation letter and the SRA Final Amended FY 2020-21 to FY 2025-26 Guidelines dated December 2025 for use under the previously Board-approved SRA project categories above, and authorize the CCJPA Executive Director or their designee to execute SRA funding allocation applications and necessary agreements to complete SRA-funded projects.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Accepting Additional State Rail Assistance (SRA)
Cycle 2 Program Funding for SRA Eligible Projects/

Resolution No. 26-1

WHEREAS, the California Secretary of Transportation (CalSTA) has announced in December of 2019 the availability of State Rail Assistance (SRA) Cycle 2 Funding for FY 2020-21 to FY 2024-25, including \$29.8 million for CCJPA; and,

WHEREAS, under Resolution 20-12 (June 17, 2020), the CCJPA Board authorized use of the SRA funds for specific projects under the broad SRA funding categories of Customer Access, System Safety, Operational Infrastructure , Planning/Project Development, and Operations to align with eligible SRA program uses; and

WHEREAS, pursuant to the July 2025 SRA allocation letter, CalSTA has increased the amount of funding available to CCJPA in SRA Cycle 2 by \$3.1 million due to an increase in Supplemental SRA (accrued SRA base funding and accrued interest); and

WHEREAS, while review and development of future guidelines is currently underway, on December 31, 2025, CalSTA administratively extended the current guidelines by an additional year with updated funding numbers through FY2025-26; and

WHEREAS, per the final SRA Final Amended Guidelines for FY 2020-21 through 2025-26 released by CalSTA dated December 21, 2025, CCJPA will receive approximately \$7.6 million for FY 2025-26 for SRA eligible projects; and

WHEREAS, CCJPA staff is in the process of determining the allocation of the additional SRA funding to meet time-sensitive project needs that align with the CCJPA Board-approved SRA funding categories described above; and

WHEREAS, CCJPA staff provides a report to the CCJPA Board on SRA-approved projects and allocations within the Capital Project Update in each Board agenda meeting packet; and therefore be it

RESOLVED, that the CCJPA Board approves an increase to the SRA Cycle 2 program funding by \$10.7 million for use under the previously approved SRA project categories described above, and directs CCJPA staff to continue providing the CCJPA Board with regular reports on SRA project funding.

AND BE IT FURTHER RESOLVED, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to enter all necessary applications, Corrective Action Plans, and agreements required to complete SRA-funded projects.

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

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 13, 2026
FROM: Robert Padgette
Managing Director, CCJPA
SUBJECT: **Authorization of Potential Funding Agreement with Caltrans for Solano Rail Hub Planning Project**

PURPOSE

For the CCJPA Board to authorize a Restricted Grant Agreement with the California Department of Transportation (Caltrans) for the Solano Rail Hub Planning Project.

BACKGROUND

The Capitol Corridor Joint Powers Authority (CCJPA), in partnership with the Solano Transportation Authority (STA), has submitted a grant application to the California Department of Transportation (Caltrans) for the Solano Rail Hub Planning Project under the FY26-27 Sustainable Transportation Planning Grant Program.

The Solano Rail Hub is a long-identified priority in the California State Rail Plan and is intended to transform the existing Suisun-Fairfield Station into a safe, accessible, and high-capacity intermodal hub supporting intercity rail, regional and local transit connections, and future service expansion. Prior planning efforts—including the Solano Rail Hub Advanced Planning Study (2022) and the Caltrans-led Project Study Report Equivalent (2023)—have established the project’s purpose, need, and initial design concepts.

Concurrent with this effort, the STA is leading environmental clearance and design for a pedestrian bridge connecting downtown Fairfield and Suisun City. This parallel work advances a key access component of the Solano Rail Hub vision and will be closely coordinated with other Solano Rail Hub planning efforts to ensure compatibility of design assumptions, sequencing, and future implementation, while remaining a separately funded and delivered project.

The proposed work to be funded by the Caltrans Sustainable Transportation Planning Grant is necessary to advance the project toward implementation while maintaining consistency with the California State Rail Plan, safety, and accessibility objectives. In particular, the Solano Rail Hub Planning Project will address critical infrastructure constraints at the existing Suisun-Fairfield Station that currently limit service reliability, operational flexibility, and future expansion of intercity and regional rail. These constraints include non-ADA-compliant platforms, at-grade passenger crossings of active mainline tracks, curved and superelevated track geometry that increases boarding gaps, and a station configuration that requires freight and passenger trains to “hold out” while passenger boarding occurs. Planning work funded through this grant will advance

solutions such as grade-separated passenger access, modernized and accessible platforms, improved track geometry, and provisions for a future third mainline track—improvements that support more frequent Capitol Corridor service, improve on-time performance, enhance passenger safety, and accommodate long-term rail service growth envisioned in the California State Rail Plan.

At this time, the Solano Rail Hub Planning Project has not yet been awarded funding. This proposed Board action is intended to authorize CCJPA to promptly accept and execute a Restricted Grant Agreement if awarded the grant, ensuring that CCJPA is positioned to meet award timelines and proceed without delay.

The anticipated grant amount is estimated to be \$216,000, with a local transportation funding match of \$288,122 provided by STA, for a total project budget of \$504,122. Final funding amounts, scope, and match commitments will be governed by the executed grant agreement. CCJPA staff will provide an update on the status of the grant award at a future CCJPA Board meeting.

RECOMMENDATION

It is recommended that the CCJPA Board authorize all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation for the Solano Rail Hub Planning Project funding under the Caltrans FY26-27 Sustainable Transportation Planning Grant Program, and authorize the Executive Director or their designee to enter into all necessary agreements and amendments to complete the project.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE
CAPITOL CORRIDOR JOINT POWERS AUTHORITY
BOARD OF DIRECTORS

In the Matter of
Authorizing Acceptance and Execution of a Restricted
Grant Agreement with the California Department of Transportation
for the Solano Rail Hub Planning Project/

Resolution No. 26-2

WHEREAS, the Capitol Corridor Joint Powers Authority (CCJPA) is eligible to receive state and federal transportation planning funds administered by the California Department of Transportation (Caltrans); and

WHEREAS, CCJPA, in coordination with regional and local partners, has applied for funding under the Caltrans FY26-27 Sustainable Transportation Planning Grant Program for the Solano Rail Hub Planning Project; and

WHEREAS, the Solano Rail Hub Planning Project will advance pre-environmental planning and conceptual design work necessary to improve safety, accessibility, and operational capacity at the Suisun-Fairfield Station and to support future intercity and regional rail service expansion; and

WHEREAS, Caltrans requires that a Restricted Grant Agreement be executed prior to reimbursement of awarded grant funds; and

WHEREAS, the Solano Rail Hub Planning Project has not yet been awarded funding, but CCJPA wishes to ensure it has the authority to promptly accept and execute the grant agreement if an award is made; and

WHEREAS, the total project budget, grant amount, and local match requirements will be finalized upon award and execution of the grant agreement; and

NOW, THEREFORE, BE IT RESOLVED, that the CCJPA Board does hereby authorizes the Executive Director or their designee to accept and execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation if the Solano Rail Hub Planning Project is awarded funding; and

BE IT FURTHER RESOLVED, that the CCJPA Board authorizes the Executive Director or their designee to take any additional actions necessary to implement the grant, consistent with the terms of the award and applicable law; and

BE IT FURTHER RESOLVED, that the CCJPA hereby directs that a copy of this resolution be transmitted to the California Department of Transportation.

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| | | |
|-----------------|--------------|---|
| ACTION: | DATE: | ATTEST: |
| Ayes: | | <hr style="width: 80%; margin: 0 auto;"/> Robert Franklin Secretary |
| Noes: | | |
| Abstain: | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 13, 2026

FROM: Robert Padgette
Managing Director, CCJPA

SUBJECT: Operations Update: FY26 Year-to-Date Service Performance and Fleet Availability Update

PURPOSE

To provide the CCJPA Board with an update on service performance, ridership and revenue trends, service levels, and fleet availability for Fiscal Year 2026 year-to-date (October 2025 through January 2026), and to outline actions underway to stabilize operations and restore full service.

BACKGROUND

FY26 YTD Ridership and Revenue Trends

Ridership and revenue trends during FY26 year-to-date reflect continued demand for Capitol Corridor service. While temporary service reductions during portions of this period constrained total ridership opportunity, underlying demand for the service remained strong. These trends underscore the importance of restoring reliable service levels as fleet availability improves, as ridership performance is closely tied to consistency and schedule dependability rather than demand fluctuations.

On-Time Performance Overview

Despite mechanical and seasonal challenges, on-time performance (OTP) during FY26 year-to-date was largely improved compared to the same period in FY25. Each month, except for January, outperformed the previous fiscal year, and two of the four months measured met or exceeded the OTP goal of 90%.

The months that fell below the goal were mostly attributable to third-party incidents that frequently increase around this time of year, as well as mechanical issues, which continue to cause disruptions to service delivery.

Service Levels: Temporary Reductions and Incremental Restoration

At the start of FY26, Capitol Corridor operated a reduced service plan with 28 weekday and 22 weekend trips. This level of service required a minimum of 8 sets (locomotive and cars) to operate. The December 8, 2025 schedule change increased this service plan to the full 30 weekday and 22 weekend trips, while still maintaining the same minimum 8 sets to operate. At the same time, the San Joaquin Joint Powers Authority (SJJPA) increased its Gold Runner service level as well, but this also increased its need from a minimum of 7 sets to 8 sets to operate.

This increase in required locomotive availability, along with mechanical challenges and sidelined locomotives outlined later in this memo, created poor reliability, inconsistent service delivery, and last-minute train cancellations. The disruptive nature of these repeated events caused staff at both agencies to implement planned temporary service cancellations through March 2026. The purpose of this was to allow mechanical repairs to bolster equipment availability, as well as to provide consistent, dependable transportation at service levels we could sustain.

As illustrated in the accompanying presentation materials, weekday and weekend service levels were reduced in stages during FY26 year-to-date, reaching their lowest levels during periods of greatest equipment constraint. As locomotives returned to service and availability improved, schedules were incrementally restored. This ramp-down and ramp-up approach reflected a deliberate operational strategy to restore service only when it could be delivered reliably and sustained.

Fleet Availability and Equipment Context

The primary drivers of FY26 year-to-date service challenges were limited locomotive availability associated with the ongoing mechanical maintenance transition and the age of the fleet. Capitol Corridor operates within a shared, state-owned fleet structure, with responsibilities distributed across Caltrans and the Joint Powers Authorities (JPAs). Caltrans retains responsibility for fleet ownership and major overhauls, while the JPAs are responsible for service delivery, day-to-day maintenance, and schedule decisions.

Under normal operating conditions, the shared locomotive fleet is supported by standby units that provide operational flexibility when mechanical issues arise. During FY26 year-to-date, standby locomotives (and in some cases core service locomotive levels) were not consistently available, which reduced recovery capability following mechanical failures and contributed to increased cancellations. Month-by-month locomotive availability trends, similar to those presented by the San Joaquin Joint Powers Authority (SJJPA), illustrate how incremental changes in fleet readiness directly influenced service levels during this period.

While locomotive availability constrained service, passenger car availability remained comparatively strong. Passenger car readiness represents a more positive element of the fleet picture and reflects progress in maintaining and modernizing the railcar fleet. This provides an important foundation for future service expansion as locomotive reliability improves and highlights that equipment challenges during FY26 year-to-date were not uniform across all asset types.

Customer Impacts and Communications

Temporary service reductions and cancellations during FY26 year-to-date had a direct impact on riders, particularly those who rely on the Capitol Corridor for daily commuting. Staff proactively communicated with riders regarding the causes of service disruptions, the rationale for temporary, planned reductions, and the steps being taken to improve reliability. However, this wasn't always consistent, and we are working to improve customer notification efforts, especially for unplanned service disruptions.

Rider communications emphasized that planned reductions were implemented to reduce the likelihood of ongoing, unplanned cancellations and to provide a more consistent service experience during a period of constrained equipment availability. Staff also committed to restoring service incrementally as conditions improved and to maintaining clear, timely communication throughout the process.

Actions Underway and Path Forward

Multiple actions are underway to stabilize service and strengthen fleet reliability in both the near and long term. In the near term, staff is advancing the lease of additional locomotives and working with mechanical teams to return sidelined equipment to service. These actions have already contributed to incremental service restoration during FY26 year-to-date.

Over the longer term, Caltrans is advancing a comprehensive locomotive overhaul program intended to address fleet age and condition and improve reliability in the years ahead. Staff from the JPA have been working closely with Caltrans to also develop a comprehensive fleet plan that will address short-term, mid-term, and long-term equipment needs. Staff will continue to align service levels with equipment readiness, restore service incrementally as reliability stabilizes, and work closely with Caltrans and partner agencies to strengthen fleet resilience.

RECOMMENDATION

For information and discussion.

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

TO: Capitol Corridor Joint Powers Authority Board **DATE:** February 13, 2026
FROM: Robert Padgette
Managing Director, CCJPA
SUBJECT: **CCJPA Capital Project Update**

PURPOSE

- A. Capital Project Spotlight: Vision Plan Update
- 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 Update

The CCJPA Board will receive an update on the Vision Plan at its February 18, 2026 meeting.

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

Table A – CCJPA Capital Projects, Timeline, and Funding

| CCJPA CAPITAL PROJECTS February 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 Const: May -30 | \$ 12,510,000 | \$ - | \$ 12,510,000 |
| Santa Clara Utility Relocation | Relocate seven (7) City-owned or operated utilities crossing the Railroad's Right-of-Way | Design: Jul - 22 Const: May -30 | | \$ 3,766,902 | \$ 3,766,902 |
| 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 Const: Pending funding | \$ 13,750,000 | \$ 2,250,000 | \$ 16,000,000 |
| Right-Of-Way Safety Improvement Program - Federal CRISI | Installation of security fencing at hotspot priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City. | Pending Federal Grant Obligation | \$ 25,206,469 | \$ - | \$ 25,206,469 |
| Sacramento to Roseville Third Main Track Phase I | Construct first phase of third main track and layover facility improvements in order to increase service frequency between Sacramento and Roseville. | Enviro: Jul-2028 Design: Mar-2031 Const: Jul-2036 | \$ 159,197,000 | \$ - | \$ 475,368,000 |
| Sacramento Valley Station (SVS) Transit Center | Pass through grant to the City of Sacramento for improvements at the SVS. | November-27 | \$ 3,194,000 | \$ - | \$ 3,194,000 |
| Santa Clara Crossover | Improve train operations through the installation of a new crossover on the Coast Subdivision by allowing passenger train meets north of Santa Clara University Station. | Design: Jun-26 Const: Apr-30 | \$ 5,350,000 | \$ - | \$ 5,350,000 |
| 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 Design: June-2030 Const: Dec-2034 | \$ 173,322,243 | \$ - | \$ 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 Design: TBD Const: TBD | \$ 10,700,000 | | \$ 272,110,000 |
| | CAPITAL PROJECT TOTAL | | \$ 403,229,712 | \$ 6,016,902 | \$ 1,453,505,371 |

Table B – CCJPA Operations & Maintenance Projects

| CCJPA OPERATIONS & MAINTENANCE PROJECTS February 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 | \$ 57,576,285 | \$ - | \$ 57,576,285 |
| California Passenger Information Display System (CalPIDs) Modernization | Design, test, and implement an improved passenger train arrival/alerts system all communication channels including station hardware, servers, data, and software, for Capitol Corridor and San Joaquins. (State Rail Assistance, Partner Contribution) | December-26 | \$ 10,880,896 | \$ 5,569,989 | \$ 16,450,885 |
| Capitalized Maintenance | Track maintenance for State of Good Repair Program to maximize on-time performance (Annual Business Plan Funding) | Annual | \$ 1,000,000 | \$ - | \$ 1,000,000 |
| Legacy California Passenger Information Display System (CalPIDs) Operations | Support operations and maintenance of legacy CA-PIDS for CCJPA, SJJPA, and LOSSAN and modern PIDS for CCJPA and LOSSAN. (Annual Business Plan Funding, Partner Funding) | Annual | \$ 1,839,779 | \$ - | \$ 1,839,779 |
| Northern California Equipment Lease Readiness | 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 | \$ 5,013,728 | \$ - | \$ 5,013,728 |
| Right-Of-Way (ROW) Safety/Security - Clean-Up | UPRR ROW clean-up including vegetation removal, clean-up and encampment relocation (State Rail Assistance, UP Contribution) | Annual (3-Year Agreement) | \$ 5,019,000 | UP In-Kind | \$ 5,019,000 |
| Right-Of-Way (ROW) Safety/Security - UPRR Special Agents | Special Agents respond to incidents and provide improved safety and security services along the Capitol Corridor route. (State Rail Assistance, UP Contribution) | Annual | \$ 500,000 | UP In-Kind | \$ 500,000 |
| Tap2Ride | Pilot program for contactless fare collection onboard the Capitol Corridor trains. (Annual Business Plan funding) | Annual | \$ 2,111,450 | \$ - | \$ 2,111,450 |
| OPERATIONS & MAINTENANCE PROJECTS PROJECT TOTAL | | | \$ 86,356,138 | | \$ 91,926,127 |

Table C – CCJPA Planning Studies

| CCJPA Planning Studies February 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
Cycle 1 & 2 Projects
February 2026

| Board-Approved SRA Category | SRA PROJECT | SRA Cycle 1 Approved | SRA Cycle 1 Competitive Approved | SRA Cycle 2 Approved | TOTAL | Pending/Future Applications |
|------------------------------|--|----------------------|----------------------------------|----------------------|----------------------|-----------------------------|
| Operational Infrastructure | Agnew Siding | \$ - | \$ 1,441,969 | \$ - | \$ 1,441,969 | \$ 4,118,000 |
| Planning/Project Development | Alviso Adaptation Study | \$ - | \$ - | \$ 107,734 | \$ 107,734 | \$ - |
| Customer Access | CalPIDS Modernization | \$ 2,860,195 | \$ - | \$ 2,489,053 | \$ 5,349,248 | \$ - |
| Operational Infrastructure | Davis Crossovers and Signal Replacement | \$ - | \$ - | \$ 2,247,695 | \$ 2,247,695 | \$ 5,000,000 |
| System Safety | Grade Separation and Safety Improvement | \$ - | \$ - | \$ 1,650,000 | \$ 1,650,000 | \$ - |
| Operational Infrastructure | Infrastructure Reliability Improvements | \$ - | \$ - | \$ 4,200,000 | \$ 4,200,000 | \$ - |
| Operational Infrastructure | Sacramento to Roseville Third Track** | \$ - | \$ - | \$ - | \$ - | \$ 1,000,000 |
| 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 | \$ - |
| System Safety | Right-of-Way Safety and Security | \$ 4,721,500 | \$ - | \$ 9,362,000 | \$ 14,083,500 | \$ 720,000 |
| Operational Infrastructure | Signal Replacement/Upgrade* | \$ 5,518,305 | \$ - | \$ - | \$ 5,518,305 | \$ - |
| System Safety | UPRR Special Agents | \$ - | \$ - | \$ 1,700,000 | \$ 1,700,000 | \$ - |
| | Total | \$ 13,100,000 | \$ 1,441,969 | \$ 29,800,000 | \$ 44,341,969 | \$ 10,838,000 |
| | * Davis and Stege Projects continue this work in Cycle 2 | | | | | |
| | **Future Cycle application | | | | | |

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

MEMORANDUM

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

Senate Bill 667

This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. The requirement would require detectors every 10 miles and necessitate reduced freight train speed to 10 miles per hour in cases where the requirement is not met.

The Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety. The FRSA provides for state participation in the enforcement of the safety regulations. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt a law, regulation, or order until relevant federal agencies prescribe a regulation or issue an order covering the subject matter of the state requirement. A state is additionally authorized to adopt an additional or more stringent law, regulation, or order when necessary to eliminate or reduce an essentially local safety or security hazard that is not incompatible with a federal law, regulation, or order and that does not unreasonably burden interstate commerce.

CCJPA submitted a letter of opposition based on concerns that the proposed speed limits that would be imposed by this bill in areas without wayside detectors are not the appropriate way to address safety. While our services are exempt from the bill's freight speed limit requirements in areas without wayside detectors, the host railroads are not. Slower freight operations could result in passenger trains being held behind freight trains, causing significant delays to passenger rail service. UPRR has an existing system of wayside detectors spaced at 15 miles. This requirement creates risk to the CCJPA service without a clearly defined need for this additional safety requirement.

Federal Legislation and Funding

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 STB in December 2025. On January 16, the STB, in a 3-0 decision, rejected the application as incomplete. The railroads have until February 17 to indicate whether they intend to submit another application. President Trump has signaled his support for the merger. On February 4, a group of 44 Republican members of Congress submitted a letter to the STB “to encourage the Surface Transportation Board to conduct a rigorous and comprehensive review of the proposed merger between Union Pacific Railroad (UP) and Norfolk Southern Railway (NS) to ensure it enhances competition and is clearly in the public interest.” UP CEO Jim Vena remained optimistic amidst the recent setback and still expects the transaction to close in early 2027, assuming the board approves the \$85 billion deal.

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

The Passenger Rail Advisory Committee (PRAC) Meeting held its most recent meeting on September 18, 2025. Detailed meeting information, including meeting materials, is available online at <https://www.stb.gov/resources/stakeholder-committees/prac/>. CCJPA Managing Director Rob Padgett serves on the 22-member PRAC as a Member at Large and participated in the meeting. He is serving as the Chair of the Subcommittee on Joint Intercity and Freight Rail Operations. The STB Chair has indicated that the committee will meet the required two times in calendar year 2026, with the next meeting scheduled for April.

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 Rep Mike Thompson to support improved access to the Davis Station platform.

| | FY2025 | | | FY 2026 | | | | | | Total Funding |
|------------------------------------|---------------------|--------------------|---------------|---------------------|-------------------|----------|----------|----------------|--------------------|---------------|
| | IJA Advance Approps | Final Approps bill | Total Funding | IJA Advance Approps | President request | House | Senate | Amtrak request | Final Approps bill | |
| 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 |

Transportation Reauthorization

Congressional staff is negotiating behind the scenes on transportation reauthorization program authorities and funding levels to replace the Infrastructure Investment and Jobs Act (IIJA) authorizations set to expire in September 2026.

The House Transportation and Infrastructure Committee has stated that it plans to markup legislation in the early part of 2026. Leadership of the Senate Environment & Public Works Committee, which has jurisdiction over the highway title, has stated that they still intend to proceed with a markup of their proposal before the end of the year. The Commerce Committee has not made any progress on the Rail Title. There has been some discussion of moving Transportation Reauthorization without a Rail Title, which would represent a notable change in approach with potential downsides for the rail program.

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



Date: February 13, 2026

From: Robert Padgette, Managing Director

To: CCJPA Board of Directors

Subject: Managing Director's Report – February 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** - Super Bowl LX was a priority during this period and was supported by a coordinated communications and marketing effort to promote Capitol Corridor service to the event. Activities included a dedicated Super Bowl webpage; social media content; a press release; customer communications; an NFL-sanctioned photo opportunity at the Emeryville station; promotional giveaways; and updated digital display and video assets from the *Only By Train* campaign. The campaign ran on NBCUniversal online platforms and NBC Bay Area from February 1–8, including a Capitol Corridor-exclusive homepage takeover on February 6 and 7. Additional communications support was provided for the Annual Business Plan workshops.
- b. **Davis Crossover and Signal Replacement** - The design team has continued working with the UPRR to refine the track design for this project. Following a lengthy delay, the design team was recently completed the subsurface utility investigation. This is being used to finalize the protection or relocation of underground utilities as needed to support the project plans. The UPRR has completed the signal design and is prepared to construct the project as soon as the remaining design elements are approved. Amtrak had committed \$5M to this project, which is no longer available. Without this funding, the project cannot move forward as designed and, as a result, would jeopardize the station reconstruction project. CCJPA has worked to identify funding to cover this shortfall, with the intention of solidifying a funding plan and return to the Board at a future date with the proposal. If completed, this project would provide a gateway to the future replacement of the Davis boarding platforms with a safer, ADA-compliant arrangement utilizing a center island platform with grade-separated pedestrian access. Managed by Amtrak, the boarding platform project is well underway, though Amtrak has recently informed CCJPA that it intends to dramatically reduce the scope of ADA improvements at the station and no longer intends to reconstruct the station. Capitol Corridor staff will continue to coordinate the interests of the stakeholders to advocate that the project is executed as Amtrak has planned to date. Amtrak has developed a draft 30% design and has entered into a Memorandum of Understanding with the City of Davis to guide the remaining design and construction of the project.

- c. **Agnew Siding** - On the single-track section between Newark and San Jose, the Agnew Siding project will provide a new location for trains to meet and pass near the Santa Clara Great America station. This new siding will significantly reduce delays that sometimes occur when trains need to meet or pass in this area. The CCJPA design team is working on the design of the necessary utility relocations on behalf of the City of Santa Clara, as well as necessary safety upgrades to the adjacent Agnew Road grade crossing. Upon completion of the design and after utility relocations, UPRR will construct the siding, and CCJPA will oversee related construction activities.
- d. **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 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 2026.
- e. **Right-of-Way Safety & Security** - The Union Pacific Railroad (UPRR) Right-Of-Ways project has been funded through June 30, 2026, through the State Rail Assistance Program. This project established a permanent Rights-of-Ways Program with UPRR for the abatement of shelters, trees, weeds, and illegal dumping. The program also installs and repairs security fencing and constructs access deterrents to help reduce trespassing and related incidents. Additionally, the program funds two Union Pacific Special Agents who patrol the Right-of-Way to mitigate safety incidents along the Capitol Corridor route and is currently fully staffed. CCJPA staff will be working to coordinate specific areas that the UPRR agents should prioritize. This work is expected to improve safety and security for individuals along the Capitol Corridor route, as well as improve the Capitol Corridor's On-Time Performance (OTP). CCJPA staff are also working with the Federal Railroad Administration and Union Pacific Railroad to advance the Right-of-Way Safety Improvement Program that was awarded a \$20 million CRISI grant to install new high-security fencing at priority locations along the route. Staff is working to execute agreements with UPRR, complete environmental clearances, and secure matching state dollars, all of which are all necessary to obligate the federal grant.
- 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 at Fremont. Both shared Caltrain stations (Santa Clara University and San Jose Diridon) required by local authorities before all stations on the Capitol Corridor route can be populated with the necessary electrical wiring to allow the AT&T hardware network that will control PIDS at stations. These remaining cabinet installations and electric installations are to be completed by June 2026. CalPIDS software is undergoing testing and validation. The next steps before system turn-up and final testing are power connections to new cabinets, AT&T equipment installs, and CalPIDS equipment installs. System turn-up and final testing are expected in Fall 2026.

- g. **South Bay Connect** - Staff is currently exploring changes to the project scope that could reduce construction costs. Any such changes would require support and approval from UPRR. At this time, the first federal funding for this project will likely arrive through the Corridor ID Program and the Near-Term Service Development Plan (NTSDP) process. Once approved as part of the NTSDP, this project and others in the NTSDP will be eligible to move to Step 3 of Corridor ID, which will trigger the National Environmental Policy Act (NEPA) evaluation process. A parallel funded effort to SBC, but functionally separate, is the Ardenwood SR-84 Intermodal Bus Facility. This is in the Project Approval & Environmental Documentation (PA&ED) phase, in coordination with Caltrans District 4. During this phase, the facility design will be refined, and further public outreach will be conducted with key stakeholders and the general public, along with necessary environmental analyses performed for CEQA and NEPA. 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.

- h. **Alviso Railroad Adaptation Planning** - The purpose of the Alviso Railroad Adaptation Planning Study is to develop concepts that adapt the railroad infrastructure between Albrae (south of Newark in Alameda County) and Santa Clara, CA for sea level rise, create redundancy via additional tracks that create long-term capacity on this corridor for passenger and freight rail services, and minimize negative environmental impacts to the adjacent sensitive wetland ecosystem and broader SF Bay estuary. This Study follows the 2018-2020 Alviso Wetland Railroad Adaptation Alternatives Study, which identified and evaluated preliminary sea level rise adaptation options in this corridor through extensive stakeholder outreach. The Planning Study will directly build upon the findings of the previous Alternatives Study and further engage stakeholders to develop refined adaptation design concepts. The Planning Study was kicked off in the Summer of 2025, and initial rounds of stakeholder outreach meetings were conducted in November 2025. An in-person outreach meeting was also hosted in the community of Alviso in early February 2026.

- i. **CCJPA FY 2024-25 Independent Financial Audit** - As provided in the Joint Exercise of Powers Agreement between the CCJPA member agencies, an annual independent audit of the CCJPA's financial statements is required each year. The financial report stating the findings of the independent audit for the Fiscal Year 2024-25 (July 2024 - June 2025) was prepared and submitted to the CCJPA's member agency staff, the Staff Coordinating Group (SCG), for review and comments. Comments have been incorporated as appropriate, and the final report will be submitted to the CCJPA Board Directors in advance of the Board meeting and will be available to view at <https://www.capitolcorridor.org/documents/>.

RECOMMENDATION

For information only.



Capitol Corridor Joint Powers Authority

Board Meeting | **February 18, 2026** | **10:00 AM**



1



Pledge of
Allegiance

2 | Item II.

2



IV. Consent Calendar

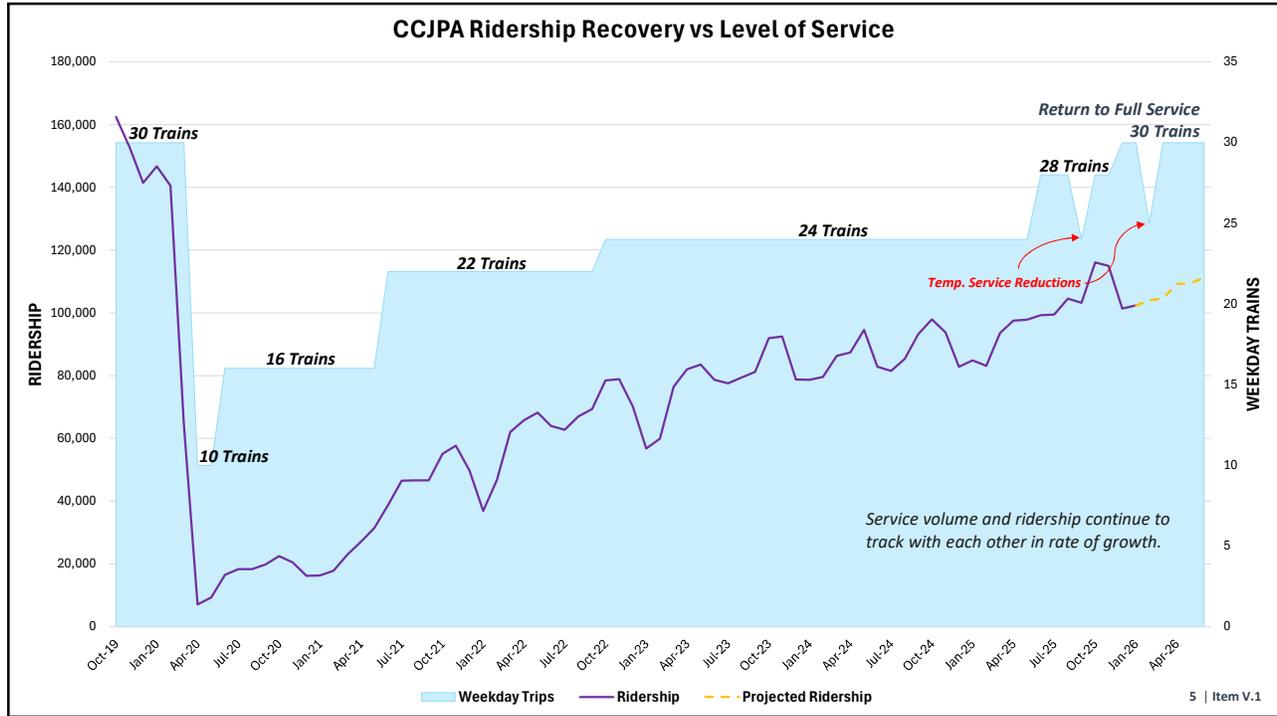
1. Approve Minutes of the November 19, 2025 Meeting
2. Authorize Amendment to State Rail Assistance (SRA) Cycle 2 Funding
3. Authorize Potential Funding Agreement with Caltrans for Solano Rail Hub Planning Project



Operations Update

Item V.1





5



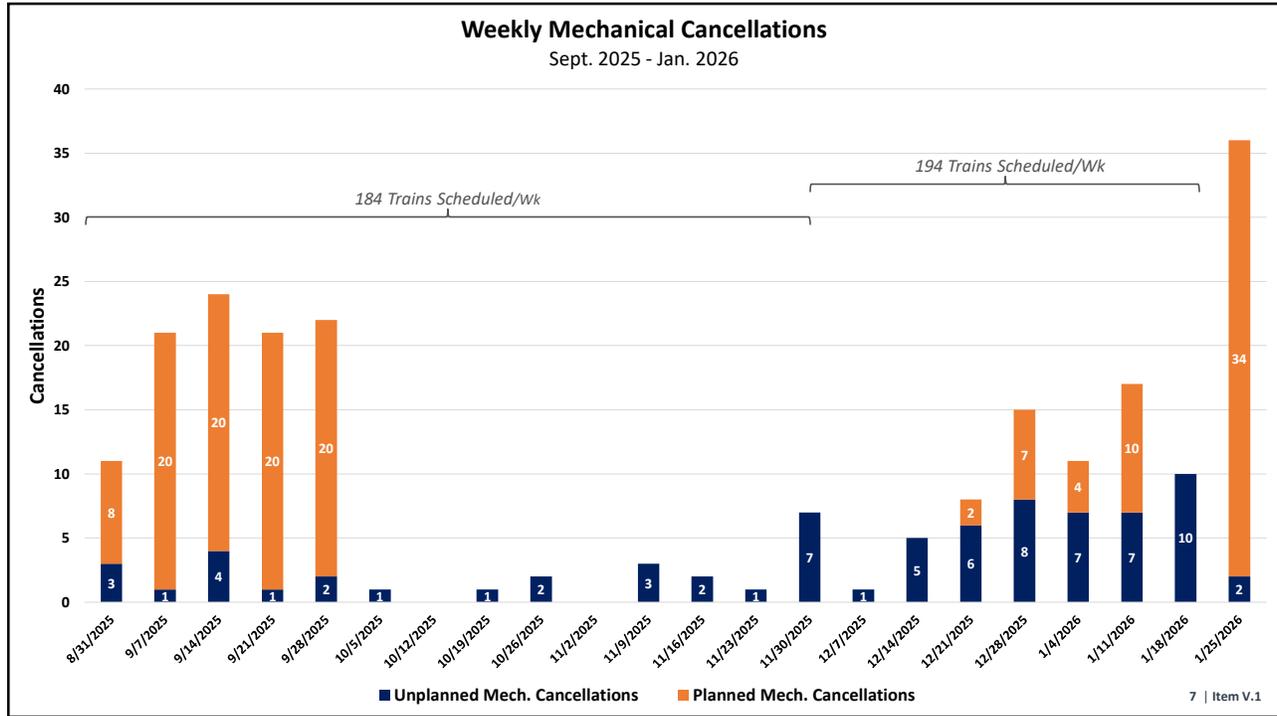


Challenges

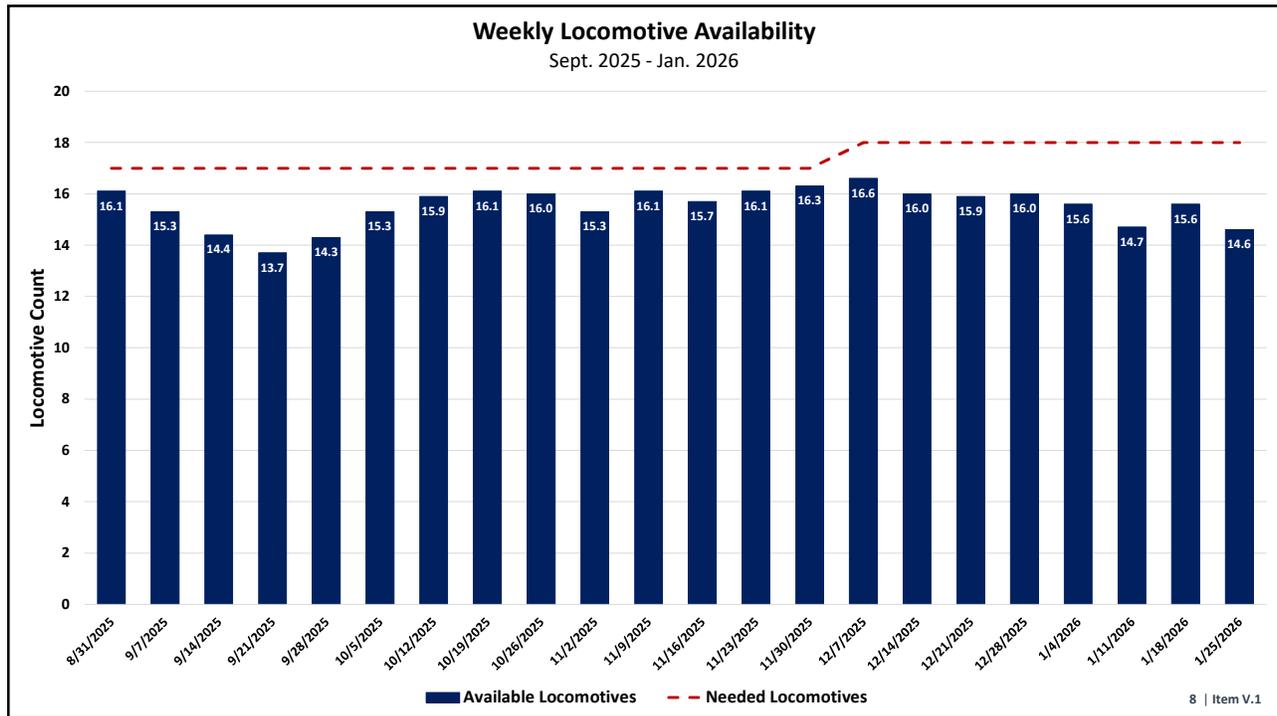
- F-59 locomotives >7 years beyond recommended overhaul date
- Charger Locomotive life cycle preventative maintenance (LCPM) overdue
- Locomotive availability is constrained due to long-term out of service units, in addition to day-to-day maintenance of an aging fleet
- Challenges in sharing Oakland Maintenance Facility (OMF) with another maintainer

6 | Item V.1

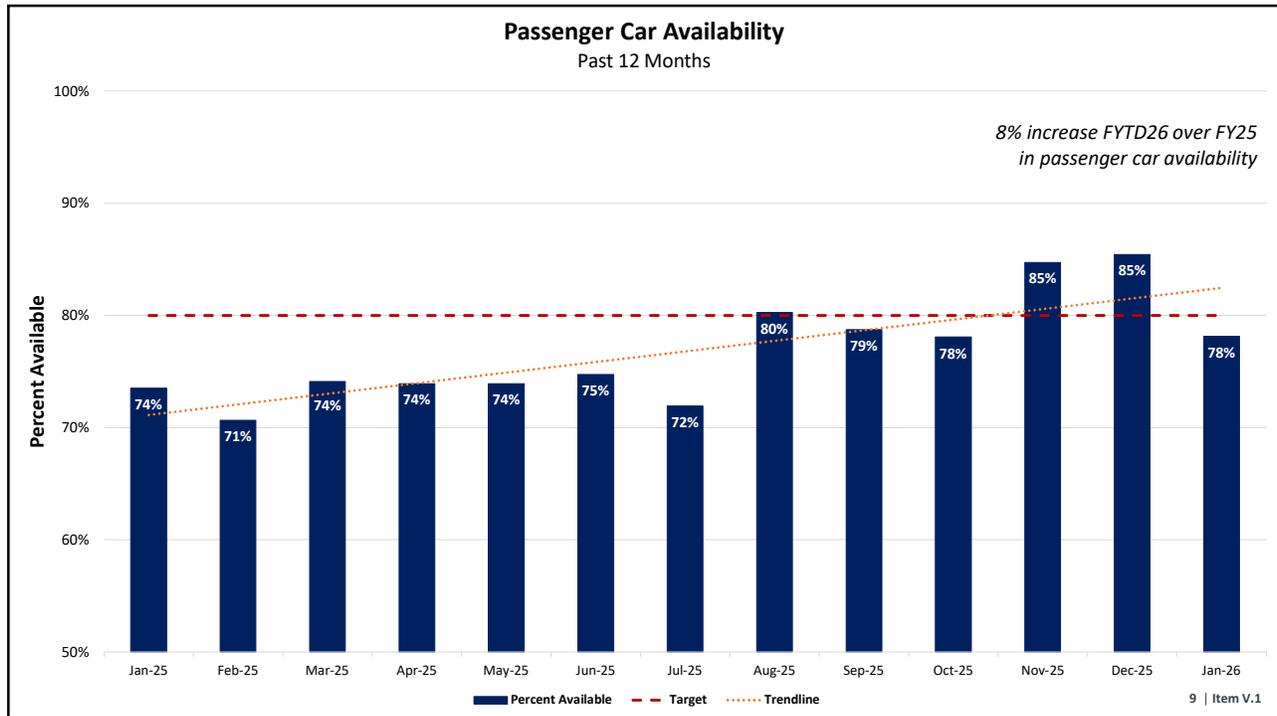
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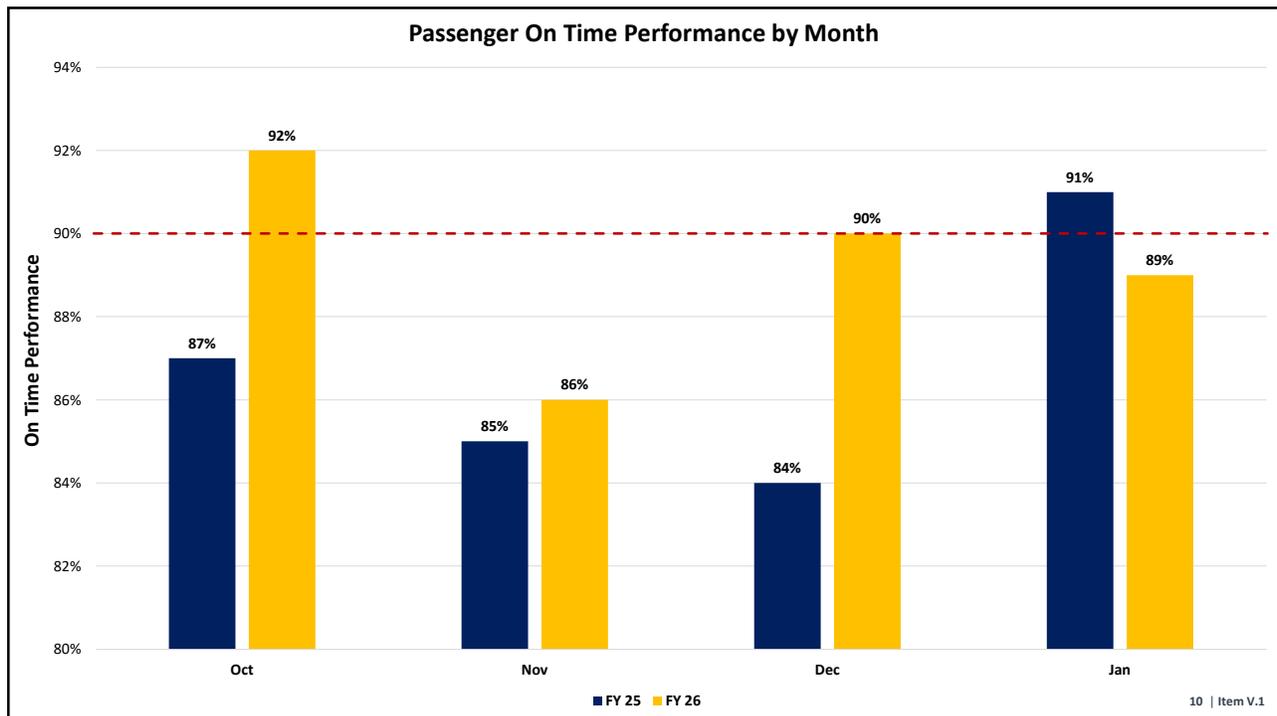
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10

Roadmap to Recovery

- Caltrans advancing F-59 overhaul procurement
- Transit America Services Incorporated (TASI) addressing deferred Charger Locomotive LCPM
- Lease for 3 F-40 locomotives and 2 trainsets from Caltrain
- Continuous work with Amtrak on collaborative use of Oakland Maintenance Facility (OMF)
- Continued discussion with Caltrans on new locomotive procurement, Charger, and bi-level overhauls

11 | Item V.1

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Super Bowl LX Update

5K+

total riders on Sunday, February 8, 2026
≈ 2,500 ridership to/from Santa Clara-GA Station

3rd

highest single-day ridership since COVID

>50%

more than daily ridership on an average Sunday

12 | Item V.1

12



Item V.2a

Vision Plan 2026 Update

Board Orientation & Ad-Hoc Committee Formation
February 18, 2026

13

13

What Is the Vision Plan?

Our strategic roadmap for service development and capital investment.

| | |
|---|--|
| <p>WHAT IT ESTABLISHES</p> <ul style="list-style-type: none"> • Service vision and capital program to support it • Policies for long-term service development • Framework for capital investment prioritization • Alignment with Federal Corridor ID Program and State Rail Plan | <p>WHY UPDATE NOW</p> <ul style="list-style-type: none"> • Previous plans from 2014-2016 • New federal Corridor ID Program (2026) • Updated 2024 State Rail Plan • Post-COVID operational realities • Lessons from major project development and studies |
|---|--|

14 | Item V.2a

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What Makes This Update Different

We Explicitly Acknowledge What We Can and Cannot Control

Build credibility by acknowledging constraints while identifying pathways forward

The Core Reality:

We operate as a tenant on Union Pacific (UPRR) infrastructure; Negotiations, modeling, and capital investment are required to add trains, modify schedules, or expand service.

THIS PLAN SHOULD INCLUDE:

More context on market, operations, amenities, right of way ownership, project development processes, and funding challenges; policies and prioritization

THE ORGANIZING PRINCIPLE:

Projects are organized by degree of CCJPA control

15 | Item V.2a

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Three Pillars of Projects

Rather than organize by cost or timeline, we organize by how projects get delivered

Each pillar has different negotiation complexity and delivery velocity

PILLAR I: SAFETY & RELIABILITY

Non-negotiable safety and sound reliability improvements
Always involves third-party partnerships

Examples: Grade separations, fencing, crossovers, platform safety

PILLAR II: SERVICE AMENITIES

Higher CCJPA control, more rapid deployment
Ridership growth independent of additional train service

Examples: Tap2Ride, Wi-Fi, café service, station access

PILLAR III: SERVICE EXPANSION & EXTENSION

Requires host railroad agreement
Transformational infrastructure investment, capacity modeling
Likely involving federal funding

Examples: Frequency increases, new corridors, dedicated tracks

16 | Item V.2a

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Our Strategic Approach

Advance on Both Fronts Simultaneously
Improve service today while building the case for transformation

SHORT-TERM IMPLEMENTATION:

Pillar I: Safety & Reliability

Pillar II: Service Amenities

- Deploy improvements CCJPA controls
- Capture market share today
- Build ridership and loyalty

LONG-TERM ADVANCEMENT:

Pillar III: Service Expansion

- Use Corridor ID framework
- Build business cases
- Secure transformational infrastructure

17 | Item V.2a

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Update Process & Board Involvement

TIMELINE: FEB – NOV 2026

February:

CCJPA Board forms Ad-Hoc Committee

Feb – March:

Staff prepares draft Plan

March – September:

Ad-Hoc Committee meets min.4 times (online / in-person)

Sept – October:

Staff prepares final draft Plan

November:

CCJPA Board adopts Vision Plan

AD-HOC COMMITTEE ROLE

- Review and provide guidance on draft Plan components
- Discuss strategic priorities and policy recommendations
- Ensure alignment with Board priorities and regional partnerships
- Help shape final recommendations for full Board adoption

18 | Item V.2a

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Next Steps

- Board forms Ad-Hoc Committee today
- Staff begins draft Plan development
- First Ad-Hoc Committee meeting scheduled for March

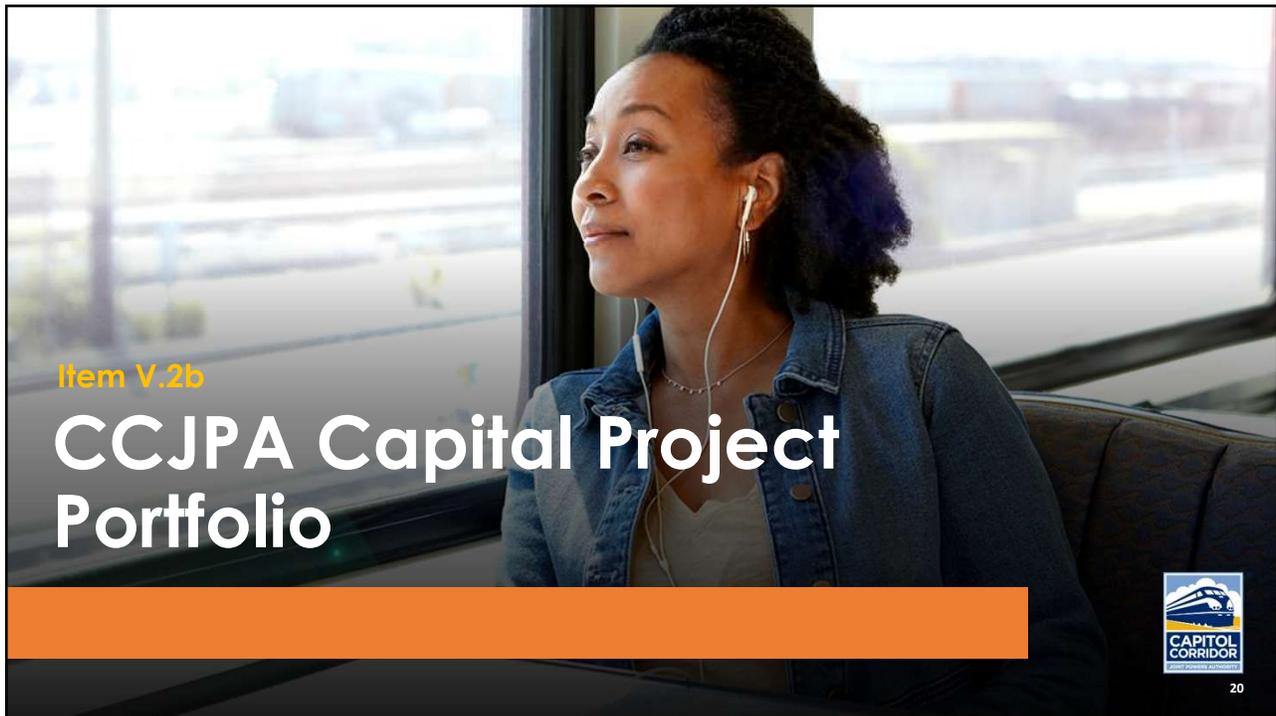
Questions & Discussion

19 | Item V.2a

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Item V.2b

CCJPA Capital Project Portfolio



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Item V.3

Legislation and Funding Update



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Item V.4

Managing Director's Report



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FY 2026 Capitol Corridor Performance

October 2025 – December 2025

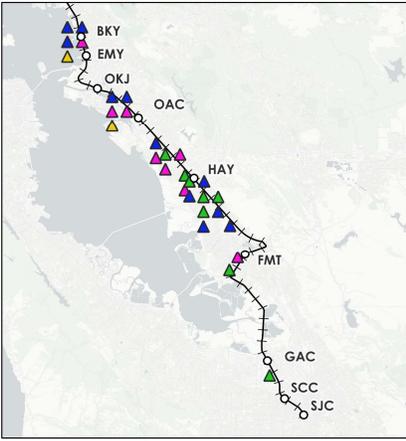
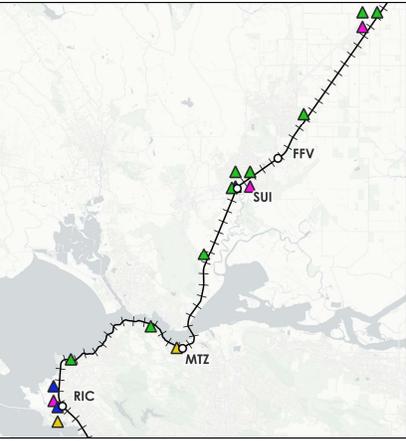
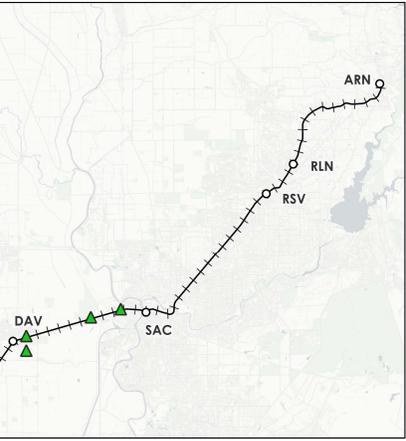
| Performance Measure | FY 26 YTD Actual | vs FY 25 Prior year | vs ABP Budget** | vs FY 19 Pre-Pandemic |
|---------------------|------------------|---------------------|-----------------|-----------------------|
| *Ridership | 332,468 | 21% | 11% | -25% |
| *Revenue | \$8.1M | 7% | 4% | -18% |
| End-Point OTP | 86% | 2% | -4% | -1% |
| Passenger OTP | 89% | 5% | -1% | 3% |

*The FY25 data is preliminary based on the most recent information provided by Amtrak.

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Trespasser & Vehicle Fatalities (FFY 2023 – FFY 2026)

Legend

| | | |
|--|---|---|
| <p>Infrastructure</p> <ul style="list-style-type: none"> ○ Capitol Corridor Stations — Capitol Corridor Route | <p>Fatalities FFY 2023 to Present (50)</p> <ul style="list-style-type: none"> ▲ FFY 2026 (4) ▲ FFY 2025 (11) ▲ FFY 2024 (14) ▲ FFY 2023 (21) |  <p style="font-size: x-small;">Incident locations are approximate for visual clarity.</p> |
|--|---|---|

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