

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 16-17, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.16, Action

Prepared By: Brandy Fleming
Assistant Deputy Director

Published Date: October 3, 2025

Subject: Proposition 1A High-Speed Passenger Train Bond Program Amendment
Resolution HST1A-P-2526-01

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to the Proposition 1A High-Speed Passenger Train Bond (Proposition 1A) Program with the following action reflected in Attachment A:

- Add the Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program, Agnew Siding component Project in Santa Clara County, and program \$1,950,000 to the construction phase in Fiscal Year 2025-26.

Issue:

The Capitol Corridor Joint Powers Authority (CCJPA) received \$10,180,000 in Proposition 1A Program funding to support the Capitol Corridor (and ACE) Travel Time Reduction Project. CCJPA completed the project in 2020 and realized \$1,950,000 in project cost savings. At the June 2020 meeting, the Commission approved the de-allocation of the project cost savings.

CCJPA requests to add the Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program, (Capitol Corridor RAPID Program), Agnew Siding component Project in Santa Clara County and program \$1,950,000 in deallocated project cost savings to the construction phase in Fiscal Year 2025-26.

The Capitol Corridor RAPID Program, Agnew Siding component Project will reduce train delays caused by conflicting train movements and congestion near the Great America station and the junction of two mainlines at Control Point Coast. These delays result from single-track operations, station activity, and converging rail traffic at Control Point Coast. By mitigating these delays, the project will increase ridership and enhance service reliability. Additionally, the siding will support increased train operations during special events at Levi's Stadium. As a

result, the project will contribute to reductions in vehicle miles travel, greenhouse gas emissions, and other air pollutants.

There is a concurrent allocation for the construction phase on this month's agenda under Reference Number 2.6g.(8).

Background:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems. Projects must provide direct connectivity to the high-speed train system or provide capacity enhancements and safety improvements. The Commission is required to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program.

The Commission adopted Proposition 1A Program Guidelines in February 2010 as required by Streets and Highways Code Section 2704.095. The initial program of projects was approved in May 2010. In May 2016, the Commission approved an allocation for \$10,180,000 to the Construction phase of the Capitol Corridor (and ACE) Travel Time Reduction project.

Resolution HST1A-P-2526-01:

Be It Resolved, the Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program to add the Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program, Agnew Siding component Project and program \$1,950,000 to the construction phase in Fiscal Year 2025-26.

Attachments:

- Attachment A: Revised Program of Projects for the Proposition 1A High-Speed Passenger Train Bond Program
- Attachment B: Capitol Corridor Joint Powers Authority Request Letter

PROPOSITION 1A BOND PROGRAM

Reference No. 4.16
October 16-17, 2025
Attachment A

Project Programming Information				Project Totals By Fiscal Year											Allocation		
Agency	Project Title	Project Description	Amount	Prior	18-19	19-20	20-21	21-22	22-23	23-24	24-25	25-26	Future	Phase	Allocation		
SacRT	Downtown/Riverfront Sac-West Sac Streetcar System	Streetcar system including tracks, platforms and overhead catenary, traction power, signal systems. Pedestrian and bicycle connections and streetcar maintenance facility. Procurement of 6 vehicles.	\$0		\$0									CON			
	Sacramento Valley Station Loop**	Relocate existing light rail track, storage tracks, passenger platform and associated systems, to connect Sac RT service to future High-Speed Rail.	\$589,000	\$576,000										PA&ED	\$576,000		
				\$13,000									PS&E	\$13,000			
	Accelerating Rail Modernization and Expansion in the Capital Region	Procure low floor light rail vehicles, and modify SacRT Gold Line station platforms to have compatible low rise boarding platforms	\$29,576,000			\$25,061,000								CON	\$25,061,000		
Accelerating Rail Modernization and Expansion in the Capital Region (Station Improvements)	Platform modifications for low-floor light rail vehicle accessibility on all 29 Gold Line stations				\$4,515,000								CON	\$4,515,000			
PCIPB (BART/ SCVTA)	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	\$105,445,000	\$8,200,000										PS&E	\$8,200,000		
				\$97,245,000									CON	\$31,640,000			
															\$65,605,000		
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	\$61,308,000	\$61,308,000										CON	\$61,308,000		
BART	Rail Cars Purchase	Milbrae Station and 46 new rail cars	\$140,000,000	\$140,000,000										CON	\$140,000,000		
SCRRA	SCRRA Positive Train Control	Positive Train Control	\$35,000,000	\$35,000,000										CON	\$12,200,000		
															\$22,800,000		
LACMTA	Regional Connector Transit Corridor**	Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system.	\$114,874,000	\$114,874,000										CON	\$114,874,000		
SCRRA	Metrolink High Speed Readiness Program	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	\$88,707,000	\$88,707,000										CON	\$60,000,000		
															\$8,500,000		
															\$20,207,000		
SJRR/ACE	Stockton Passenger Track Extension (Gap Closure) Phase 2A	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, including a 90 foot single track bridge over Harding Way.	\$14,974,000				\$7,293,000	-\$5,319,000						CON	\$395,000		
				\$5,714,000									\$5,319,000				
													\$7,293,000				
													(\$5,319,000)				
								\$7,286,000							\$7,286,000		
San Diego MTS (SANDAG)	Blue Line Light Rail Improvements	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	\$57,855,000	\$57,855,000										CON	\$57,855,000		
NCTD	NCTD Positive Train Control	Positive Train Control	\$17,833,000	\$17,833,000										CON	\$3,500,000		
															\$7,000,000		
															\$7,333,000		
BART	Maintenance Shop and Yard Improvements	Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard	\$78,639,000	\$78,639,000										CON	\$78,639,000		
Urban and Commuter Rail Formula Program				\$744,800,000												\$744,800,000	
SCRRA	Pacific Surfliner PTC (Moorpark to San Onofre)	Positive Train Control	\$46,550,000	\$46,550,000										CON	\$46,550,000		
Caltrans	San Joaquin Corridor PTC	Positive Train Control	\$9,800,000	\$9,800,000										CON	\$9,800,000		
CCIPA	Capitol Corridor (and ACE) Travel Time Reduction	Adjust curve parameters on Martinez, Niles and Coast subdivisions to allow higher speeds.	\$10,180,000	\$8,230,000										CON	\$8,230,000		
	Capitol Corridor Revamping Accessibility and Performance - Agnew Siding	Construct 2600-ft of new railroad siding between MP 40.9-MP 41.5										\$1,950,000		CON	\$1,950,000		
Intercity Rail Formula Program				\$66,530,000												\$66,530,000	
NCTD	Pacific Surfliner PTC (San Onofre to San Diego)	Positive Train Control	\$24,010,000	\$24,010,000										CON	\$5,000,000		
															\$8,000,000		
															\$11,010,000		
Caltrans	Pacific Surfliner PTC (LA to Fullerton Triple Track)	Positive Train Control	\$2,940,000	\$2,940,000										CON	\$2,940,000		
Caltrans	San Joaquin Corridor Merced to Le Grand Double Track, Segment 1	Segment 1 consists of 8.4 miles of double track between Le Grand and Planada. Includes two sets of double crossovers, signal and grade crossing work.	\$40,750,000	\$40,750,000										CON	\$40,750,000		
CCIPA	Capitol Corridor Sacramento to Roseville 3rd Main Track, Phase 1	Increase service frequency, reduce freight train conflicts, accommodate freight train growth, relocate Roseville station and add third track.	\$51,970,000	\$5,492,000					\$3,485,000					PS&E	\$8,977,000		
				\$248,000					\$10,882,000				R/W	\$11,130,000			
												\$31,863,000	CON				
Intercity Rail Competitive Program				\$119,670,000												\$87,807,000	
Proposition 1A Program Total				\$931,000,000	Not Allocated										\$31,863,000		\$899,137,000



August 18, 2025

Reference No. 4.16
October 16-17, 2025
Attachment B

Ms. Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

Subject: Reprogram and Allocation Request for Proposition 1A High-Speed Passenger Train Bond Program - Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program-Agnew Siding Component

Dear Ms. Taylor,

Capitol Corridor Joint Powers Authority (CCJPA) was awarded \$10,180,000 under Proposition 1A High-Speed Passenger Train Bond Program in 2008 to support the Travel Time Reduction Project. This project was completed in 2020, and on May 5, 2020, CCJPA requested the de-allocation of \$1,950,000 in cost savings. This request was approved at the CTC meeting held on June 24-25, 2020.

CCJPA now respectfully requests re-programing and allocation of these deallocated funds \$1,950,000 to the Capitol Corridor Revamping Accessibility and Performance for the Corridor ID Program (Capitol Corridor RAPID Program)—specifically for the Agnew Siding component in the Construction (CON) phase. This project was previously referred to as the Santa Clara Siding.

Due to ongoing uncertainty regarding Union Pacific Railroad's labor forces availability to complete this work, CCJPA requests a five-year construction window, rather than the standard three-year window typically assigned to construction phases.

We respectfully ask that this reprogramming and allocation request be placed on the agenda for the October 16-17, 2025, CTC meeting with a recommendation of support.

The Agnew Siding project is designed to reduce train delays caused by conflicting train movements and congestion near the Great America station and the junction of two mainlines at Control Point (CP) Coast. These delays result from single-track operations, station activity, and converging rail traffic at CP Coast.

By mitigating these delays, the project will increase ridership and enhance service reliability. Additionally, the siding will support increased train operations during special events at Levi's Stadium. As a result, the project will contribute to reductions in vehicle miles travel (VMT), greenhouse gas emissions, and air pollutants.

To assist in processing this request, we have included the CCJPA Board Resolution No. 20-4 for authorizing the reprogramming of Proposition 1A funds to support the construction of project Agnew Siding. We also included the Project Programming Request (PPR) Allocation Request Form and the proof of Environmental clearance for your reference.

Thank you for considering our allocation request, and should you have any questions, please contact Natalie Guo at NatalieG@capitolcorridor.org or (510) 915-3705.

Sincerely,

Robert Padgette
Managing Director
Capitol Corridor Joint Powers Authority

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