



1



2



## IV. Consent Calendar





1. Approve Minutes of the September 18, 2024 Meeting
2. Authorize Amendment to Master Services Agreement with XenaTech Software Integration Services LLC for California Passenger Information Display System (CalPIDS)
3. Authorize Amendment to S&K Endeavors Agreement for Legacy California Information Display System Management Support

3

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### Item V.1


## San Francisco Bay Area Rapid Transit (BART) Administrative Services Agreement (ASA) Renewal



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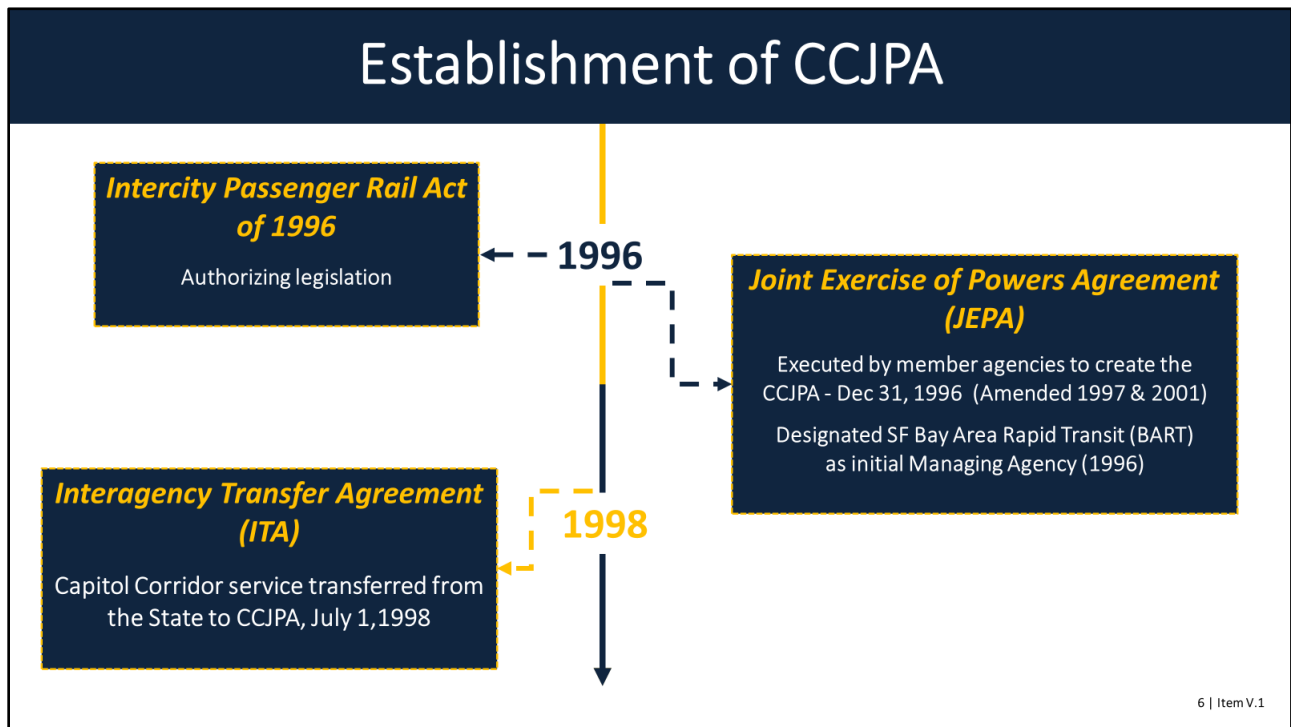
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Ad Hoc Subcommittee Members

 Robert Raburn	 Bruce Houdesheldt, Ad Hoc Chair
 Alma Hernandez	 Lucas Frerichs

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# Managing Agency Requirement and History

Must be a **public rail transit agency**

**Five-year term** (statute changed in 2004 to increase term from 3 to 5 years)

## History of Managing Agency Renewals with BART

Nov **2001** for term 2002 – 2005

Nov **2004** for term 2005 – 2010

Nov **2009** for term 2010 – 2015

Nov **2014** for term 2015 – 2020

Nov **2019** for term 2020 - **2025**

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# Role of Managing Agency

Subject to policy direction and control of CCJPA Board

Scope defined within JEPA including:

- Negotiate, recommend, manage all necessary agreements
- Implement projects in approved Capital Improvement Plan
- Provide maintenance and management of property owned and controlled by CCJPA
- Provide risk management, budget, accounting, administrative support
- Seek, obtain, administer grants and all sources of funding
- Develop and implement marketing programs



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# Staff of Managing Agency/CCJPA

Staff roles of Managing Agency as defined by Current Administrative Support Agreement



<p><b>General Manager</b></p> <p>Executive Director of CCJPA</p>	<p><b>Controller-Treasurer</b></p> <p>Controller-Treasurer of CCJPA</p>
<p><b>District Secretary</b></p> <p>Secretary of CCJPA</p>	<p><b>General Counsel</b></p> <p>General Counsel of CCJPA</p>

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# Current Administrative Support Agreement

**Approved by  
CCJPA Board:**  
*November 20, 2019*

**Approved by  
BART Board:**  
*December 5, 2019*

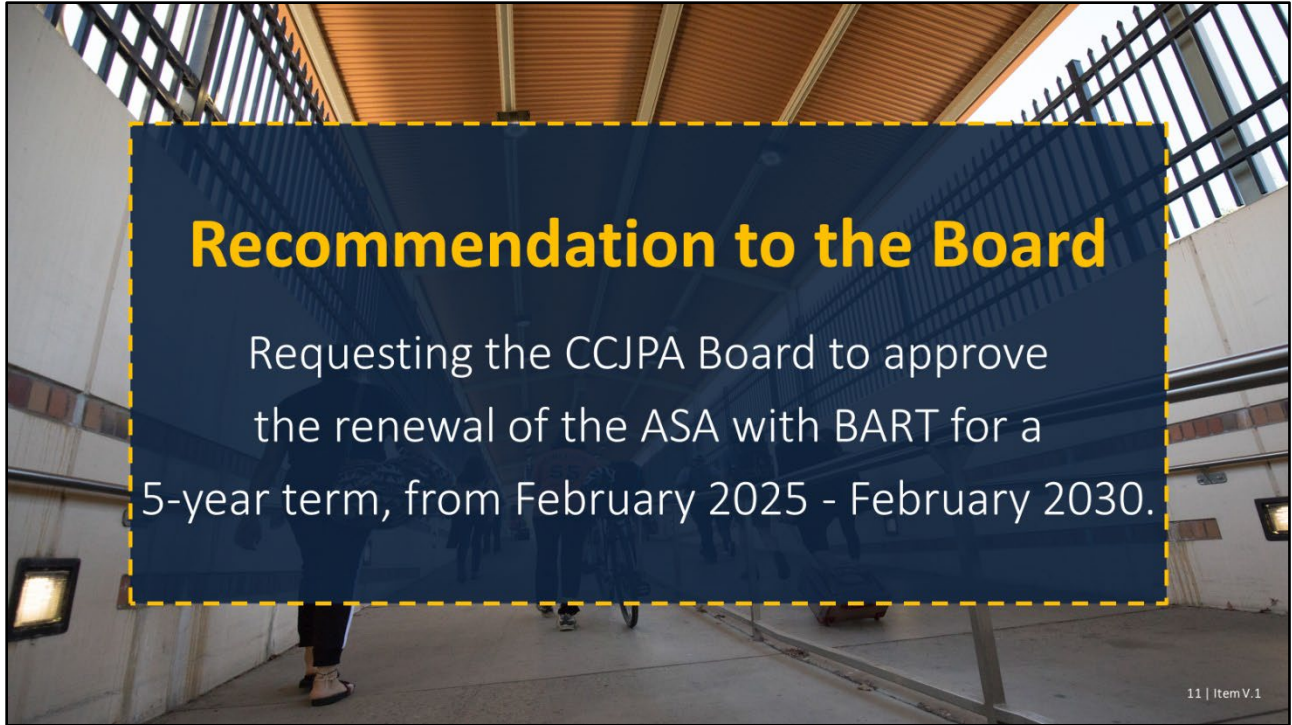
**Term:**  
*February 20, 2020 –  
February 19, 2025*



Selection must be approved by  
CCJPA Board and  
Managing Agency  
Board

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**Recommendation to the Board**

Requesting the CCJPA Board to approve the renewal of the ASA with BART for a 5-year term, from February 2025 - February 2030.

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**Item V.2**



**SOUTH BAY CONNECT**  
Unlocking Possibilities


**Final Environmental Impact Report (EIR)**

**CCJPA BOARD MEETING**  
November 20, 2024

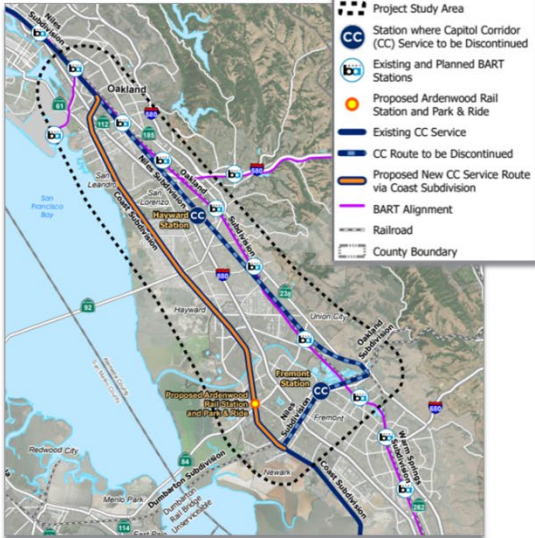
12

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## What is South Bay Connect (SBC)?



- Capitol Corridor **route relocation** (Oakland Coliseum to Newark)
- CC **service discontinued at two stations** (Hayward & Fremont-Centerville)
- **New Ardenwood intermodal station** (existing Transbay bus & shuttle connections)
- Service **frequency remains the same**
- **Rail infrastructure improvements** to ensure **operational efficiency and reliability** for both passenger and freight rail



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## Proposed Route Relocation

SBC **proposes to relocate** Capitol Corridor operations from the Niles Subdivision to the Coast Subdivision.

SBC would **reduce rail congestion** in the East Bay and improve efficiency and reliability for the Capitol Corridor systemwide.

SBC **does not propose** changes to freight rail services.

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## Coast Subdivision Rail Improvements



- **Shift and replace** 17-miles of existing track
- Construct **additional track** within existing rail right-of-way
- **Improve 25 existing at-grade crossings**, including improved striping and signage, as well as replacement of existing equipment (gates, arms, signal cabinets)
- **Replace/modify existing railroad bridges** over water/culvert crossings
- Construct **new railroad bridges** over water/culvert crossings

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## Proposed Ardenwood Station



Proposed new Capitol Corridor station at existing Ardenwood Park-and-Ride facility (at SR-84 and Ardenwood Blvd. in Fremont)

### **Station would include:**

- Rail and bus connections
- Additional parking
- ADA ramps and other accessibility improvements
- Pedestrian and bicycle pathways

Station configured with center boarding platform located between tracks, with pedestrian overcrossings.

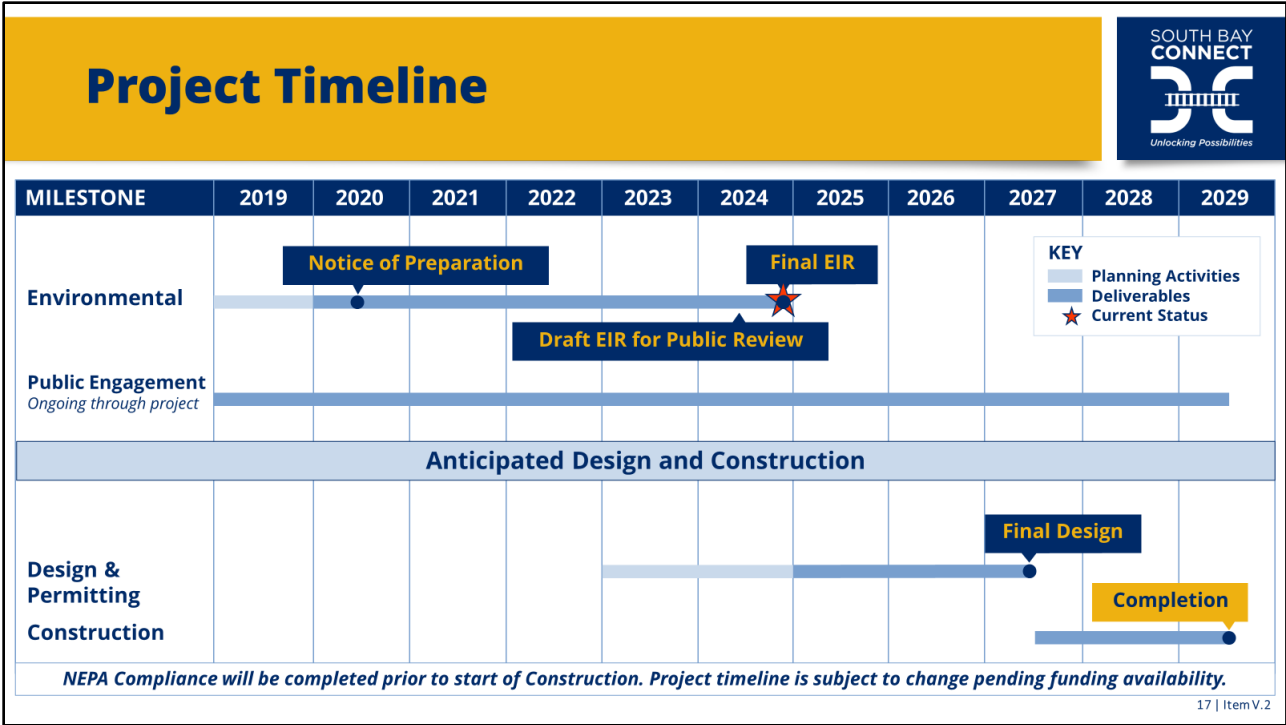


*Ardenwood Station Conceptual Design looking north from SR-84. Existing Park & Ride is to right of proposed new station.*

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# Draft EIR: Timeline & Promotions



## Draft EIR 45-Day Circulation for Public/Agency Review & Comment May 29 - July 15, 2024

*To ensure equitable access, promotional materials were translated in Simplified Chinese and Spanish.*



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# Draft EIR: Public Meetings



**Community Working Group (CWG): May 16, 2024**

- 6 CWG Members

**Interagency Meeting: June 6, 2024**

- 39 Agency Staff/Representatives

**Virtual Public Meeting #1: June 12, 2024**

- 61 Community Members

**Virtual Public Meeting #2: June 20, 2024**

- 46 Community Members


**CCJPA Board Meeting: June 26, 2024**



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## Draft EIR: Number of Commentors



	Emails	Website	Other*	Total
<b>Week 1 (5/29-6/6)</b>	8	11	0	19
<b>Week 2 (6/7-6/13)</b>	5	18	1	24
<b>Week 3 (6/14-6/20)</b>	43	9	0	52
<b>Week 4 (6/21-6/27)</b>	22	5	6	33
<b>Court Reporter Transcript</b>	0	0	37	37
<b>Week 5 (6/28-7/4)</b>	11	5	0	16
<b>Week 6 (7/5-7/15)</b>	66	43	3	112
<b>CCJPA Board Meeting</b>	0	0	10	10
<b>Late (Post Comment Period)</b>	5	3	0	8
<b>Total</b>	<b>160</b>	<b>94</b>	<b>57</b>	<b>311</b>

\*\*Other\* includes comments received via project hotline, USPS mail, court reporter, and CCJPA Board Meetings.

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## Draft EIR: Comments and Themes\*



**Themes with most comments:**


- Opinions and Other General Comments
  - Public Review and Community Engagement
  - Economic and Social Impacts
  - Independent Utility of Project
  - Project Description and Design Alternatives
  - Proposed Ardenwood Station
- Coast Subdivision Double Tracking
  - Freight Train Volume Assumptions
  - State Rail Plan and Track Electrification
  - Environmental Justice
  - Land Use – Potential Conflicts and Growth Inducement
  - Noise and Vibration
  - Cumulative Impacts Assessment

\*Individual Master Responses are prepared for these comment themes and will be referenced in different comment responses as appropriate.

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## Comment Responses: General & Opinions



Comment Summary	Response Summary
<ul style="list-style-type: none"> <li>General support or opposition to Project or specific elements of Project.</li> <li>Opinion or generalized environmental concerns, without supporting facts.</li> <li>Statements re: social or economic impacts that are unrelated to physical change.</li> </ul>	<ul style="list-style-type: none"> <li>All comments acknowledged and all comment letters included in Final EIR.</li> <li>Detailed responses are not possible with general comments or opinions without supporting facts.</li> <li>Per CEQA Guidelines, Lead Agencies are only required to respond to comments regarding significant environmental issues (physical conditions that exist within a project footprint).</li> </ul>


Supplemental- 1

## Comment Responses: Independent Utility




Comment Summary	Response Summary
<ul style="list-style-type: none"> <li>Project has been improperly segmented and should be combined with other CCJPA projects that are in various stages of development or are identified as future “visions” by CCJPA in other planning documents.</li> </ul>	<ul style="list-style-type: none"> <li>Other CCJPA projects are independent of SBC and would be environmentally cleared separately.</li> <li>Implementation of SBC does not guarantee implementation of other CCJPA projects.</li> <li>SR-84 Intermodal Bus Facility is a separate, independent project with different objectives from SBC.</li> </ul>


Supplemental- 2

<h2 style="margin: 0;">Comment Responses: Proposed Ardenwood Station</h2>		
Comment Summary	Response Summary	
<ul style="list-style-type: none"> <li>Concerns whether new station would meet Federal / State accessibility requirements.</li> <li>Preferences for different new station locations.</li> <li>Questions on how site was selected.</li> <li>Concerns regarding lack of available parking and how parking could spread further into nearby community.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed Project will meet safety and design standards by FRA, FTA, Caltrans, Amtrak, CCJPA and other agencies.</li> <li>Most commuters would transfer at Ardenwood Station to alternative modes of transport, rather than it being a "home" station, reducing station parking needs.</li> <li>Additional parking lot northwest of station is included in proposed Project.</li> </ul>	


Supplemental- 3

<h2 style="margin: 0;">Comment Responses: Coast Subdivision Double Tracking</h2>		
Comment Summary	Response Summary	
<ul style="list-style-type: none"> <li>Concerns double tracking was not contemplated in alternatives proposed during NOP Scoping.</li> <li>Lack of transparency in changing to fully double tracked Coast Subdivision.</li> </ul>	<ul style="list-style-type: none"> <li>Upgrades to Coast Subdivision track have always been part of SBC proposed Project.</li> <li>Double tracking will occur almost entirely within existing UPRR right-of-way.</li> <li>Public outreach for Draft EIR review period meets statutory requirements and allows for new opportunities to give input on proposed Project.</li> <li>Proposed project goals remains consistent with previously scoped alternatives and better meets primary objectives.</li> </ul>	

Supplemental- 4

<b>Comment Responses: Freight Train Volume Assumptions</b>	
	
Comment Summary	Response Summary
<ul style="list-style-type: none"> <li>Concern about potential for an increased volume of freight trains being introduced to Niles Subdivision as a result of Capitol Corridor service shifting to Coast Subdivision.</li> </ul>	<ul style="list-style-type: none"> <li>Freight traffic growth along Niles Subdivision is independent of Project and, if it occurs, will do so with or without implementation of Project. UPRR, as owner of railroad, has complete control over freight operations.</li> <li>No freight operational changes are contemplated or identified by UPRR as part of Project.</li> </ul>

Supplemental- 5

<b>Comment Responses: Environmental Justice</b>	
	
Comment Summary	Response Summary
<ul style="list-style-type: none"> <li>Requests to include additional potential effects in discussion of Environmental Justice.</li> <li>Mitigation should have been included in proposed Project to mitigate for potential Environmental Justice impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Environmental Justice is not required to be considered under State CEQA statute.</li> <li>Pursuant to Section 15064, an effect shall not be considered significant in absence of substantial evidence.</li> <li>Environmental Justice included to provide the CCJPA Board with maximum information possible for decisions, and as good faith effort to be transparent with public.</li> </ul>

Supplemental- 6

<h2>Comment Responses: Noise &amp; Vibration</h2>	
<b>Comment Summary</b>	<b>Response Summary</b>
<ul style="list-style-type: none"> <li>Concerns methodology for operations-related noise and vibration assessments.</li> <li>Increases in rail operational noise and vibration on Coast Subdivision.</li> <li>Requested mitigation measures to reduce or avoid impacts from operations-related noise and vibration impacts at sensitive receptors and not designated as "severe."</li> <li>Concerns about which mitigation measures were selected and/or lack of mitigation measures.</li> </ul>	<ul style="list-style-type: none"> <li>Noise and vibration assessment methodology follows FTA Guidance Manual and FTA criteria based on documented research on community responses. Only severe noise impacts, constitute CEQA significant impact requires mitigation.</li> <li>Project-related operational noise and vibration impacts are compared to existing (2019) noise and vibration levels on Coast Subdivision, which is currently an active railroad that serves freight and passenger trains.</li> <li>Mitigation measure related to establishment of Quiet Zones has been updated to clarify CCJPA's commitment to support local municipal efforts to implement Quiet Zones.</li> <li>No freight operational changes are contemplated or identified by UPRR as part of Project.</li> </ul>

Supplemental- 7

<h2>Final EIR: Mitigation Modifications</h2>
<p><b>Aesthetics</b></p> <ul style="list-style-type: none"> <li>Construction plans for visual screening and lighting.</li> <li>Input on final design plans from municipalities.</li> </ul> <p><b>Biology</b></p> <ul style="list-style-type: none"> <li>Qualified biologist approved by agencies.</li> <li>Mitigation options agreed to with agencies.</li> </ul> <p><b>Cultural</b></p> <ul style="list-style-type: none"> <li>Coordination with California State Lands Commission.</li> </ul> <p><b>Noise and Vibration</b></p> <ul style="list-style-type: none"> <li>Additional details for monitoring requirements during construction.</li> <li>Clarity regarding Quiet Zone commitments and approvals.</li> </ul>

Supplemental- 8

## Final EIR: No Major Changes



Final EIR includes:

- **No change** to project description or findings.
- Additional mitigation details and **clear commitments**.
- **Analysis of** additional cumulative projects.
- Clarity and **minor adjustments** to the documentation.

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## Final EIR: What Comes Next



CCJPA released the Final EIR on **November 15, 2024**.

Final EIR includes:

- Draft EIR
- Comments received on the Draft EIR
- List of persons, organizations, and public agencies commenting on Draft EIR
- Written responses to significant environmental issues raised during public review and comment period
- Related supporting materials

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## Final EIR: CCJPA Board Meeting



### Proposed Board Action:

After extensive public engagement through the environmental analysis process, the CCJPA Board of Directors is being asked to:

- 1) **Certify** the state required Final Environmental Impact Report (EIR)
- 2) **Approve** the project to proceed to next phase.

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Item V.3

## Legislation and Funding Update

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**Item V.4**

**CCJPA Board:  
Link21 Update**

November 20, 2024



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# Link21: A Multi-Generational Investment

## Connecting People & Places

### The Challenge (Problem Statement):

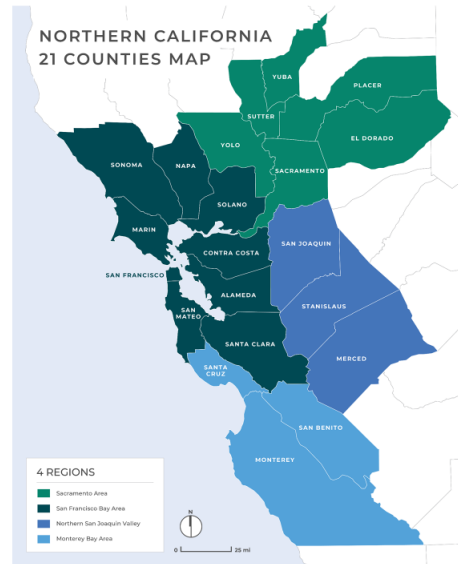
- Inadequate megaregional access by train
- Insufficient transbay rail capacity in the future
- Inequitable transportation

### The Goal:

- Faster, more connected, equitable, affordable & accessible train service for the megaregion.

### The Program:

- Construct new transbay rail crossing.
- Improve BART & Regional Rail service connections.
- Coordinate with partner agencies to advance rail improvements.
- Support state and regional climate and housing goals.



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# Key Milestone

## Which train technology for new bay crossing?

- **Standard-gauge** (Regional Rail) rail that connects to the Regional Rail network and High-Speed Rail in the megaregion; or
- **Broad-gauge** (BART) rail that expands the BART network and connects to regional destinations.

### Why now?

- Technical analysis is complete.
- Need to determine crossing technology to further develop project for state and federal funding.
- Provides clarity for other megaregional projects.

### Standard-gauge is the preferred technology

#### Standard-gauge (Regional Rail)



Track gauge = 4' 8-1/2" wide; Regional Rail network (e.g., Capitol Corridor, Caltrain, CA High Speed Rail)

#### Broad-gauge (BART)



Track gauge = 5' 6" wide; BART network



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# Overview of Analysis Results

## Rationale for Standard-Gauge Crossing

	Standard-Gauge	Broad-Gauge
Equitable outcomes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Improved access to stations & jobs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Added transbay capacity & redundancy	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Megaregional connectivity	<input checked="" type="checkbox"/>	
Interoperability (multiple operator access)	<input checked="" type="checkbox"/>	
Greater amplification of rail investment benefits	<input checked="" type="checkbox"/>	
Ridership	<i>To be considered with project refinement</i>	
Cost		
Funding		



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# Modern Trains & Better Service



Electrified Caltrain service in 2024

## Improved Urban | Metro Service

- Provided by both broad-gauge (BART) & standard-gauge (Regional Rail)
- Frequent urban service (within urban core)
- Shorter distance between stations



## Improved Intercity | Express Service

- Provided by standard-gauge (Regional Rail)
- Less frequent service (extends into Megaregion)
- Longer distance between stations



Rendering of zero-emission train, Capitol Corridor and other intercity services operate zero-emission trains in the future. Source: Caltrans



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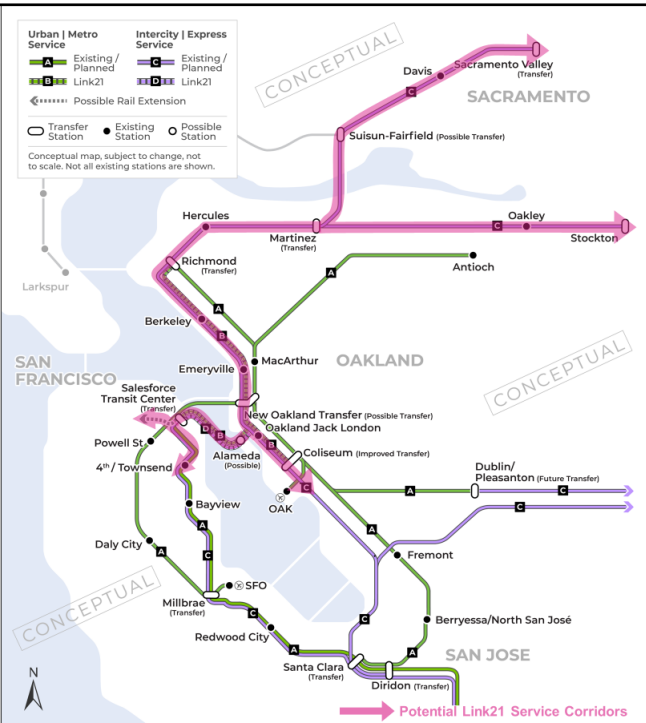
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# Concept: Standard-gauge (Regional Rail) Crossing Accommodates multiple train services

## Example Concepts help to understand trade-offs

- New Urban | Metro service at new & existing stations
- Improved travel times & more direct megaregional trips
- Complements existing BART crossing
- Provides an alternate transbay rail crossing and alleviates crowding
- Utilizes existing rail corridors – new track alignment is mainly underground

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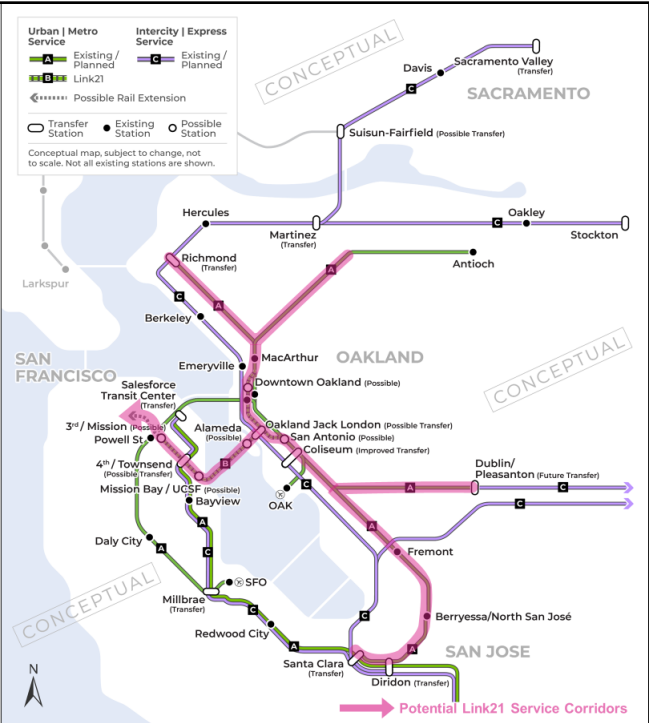
# Concept: Broad-gauge (BART) Crossing

## Accommodates only BART service

### Example Concepts help to understand trade-offs

- New Urban | Metro service at new stations & improved Urban | Metro service at existing stations
- Includes Oakland transfer between BART & Regional Rail
- Improved service on existing BART lines
- BART trains could use either crossing (provides service redundancy and reduces crowding)
- Utilizing existing rail corridors – new track alignment is underground

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# Community Engagement – 2024

## Equity Advisory Council:

- Bi-monthly meetings & office hours

## Public Agencies:

- Regular meetings with local jurisdictions & transportation agencies
- Presentations to boards & commissions

## Community Events:

- Tabling at stations and special events

## Public Opinion Research (Fall 2023):

- Online survey to targeted registered voters across the Megaregion (1,255 respondents)



## Virtual Community Meetings:

- 80 attendees; 62% from Priority Population areas

## Online Open House:

- Attracted 5,890 visitors

*“Link21 would be a big win for the Bay Area and Northern California.” - Public comment*

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# State Rail Plan: 2050 Vision

## Building toward a high-capacity network

- Frequent, all-day, bi-directional service
- Interconnectedness between regions
- Statewide strategic priorities, like Link21, unlock capacity - critical for network
- CalSTA/Caltrans in a leadership position to deliver megaregional capital program

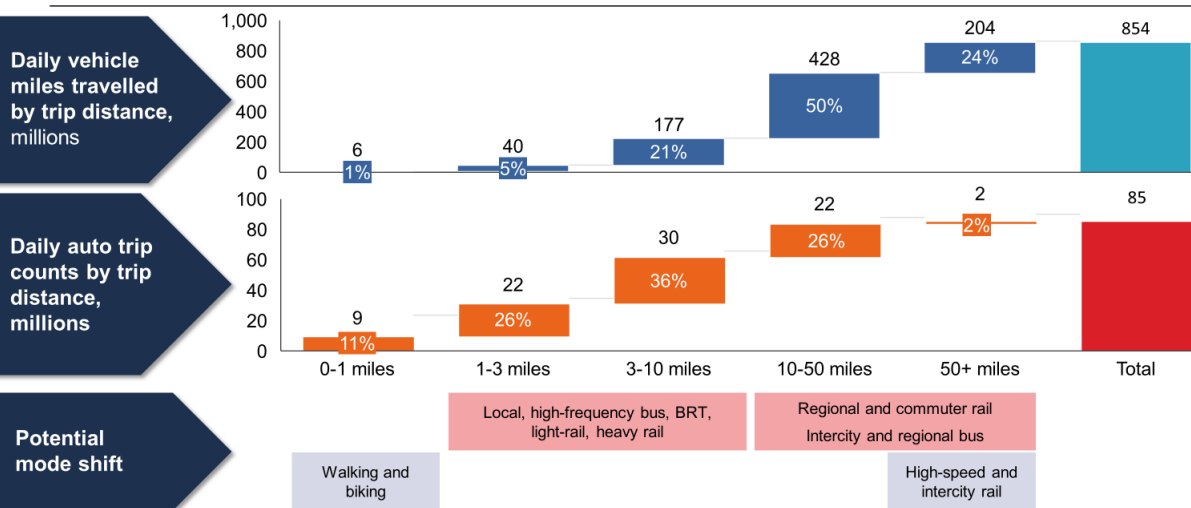


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# California light vehicle travel patterns in 2023



Source: The California Air Resources Board, California State Transportation Agency (CalSTA) RFO #23-02; Replica Fall 2023, discussions with CalSTA and Caltrans Dec. 2023 - Feb. 2024

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# Federal Railroad Administration's Corridor Identification & Development Program

## State Rail Plan sets the vision for the CID Program corridors

The CID Program is a federal program intended to:

- Develop a sustained, comprehensive intercity passenger rail planning and development program
- Set forth a capital project pipeline ready for Federal funding

The CID Program will provide a model framework for rail planning and capital project implementation across the state's rail network

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## Next Steps Planning Focus Areas



Corridor ID Program and State Rail Plan



Project Definition & Refinement



Key Stakeholder Coordination



Funding Strategy



Ongoing Public Engagement & Equity

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# Thank You



[link21program.org](http://link21program.org)



Future Meeting:  
BART Board of Directors  
November 21, 2024



Item V.5

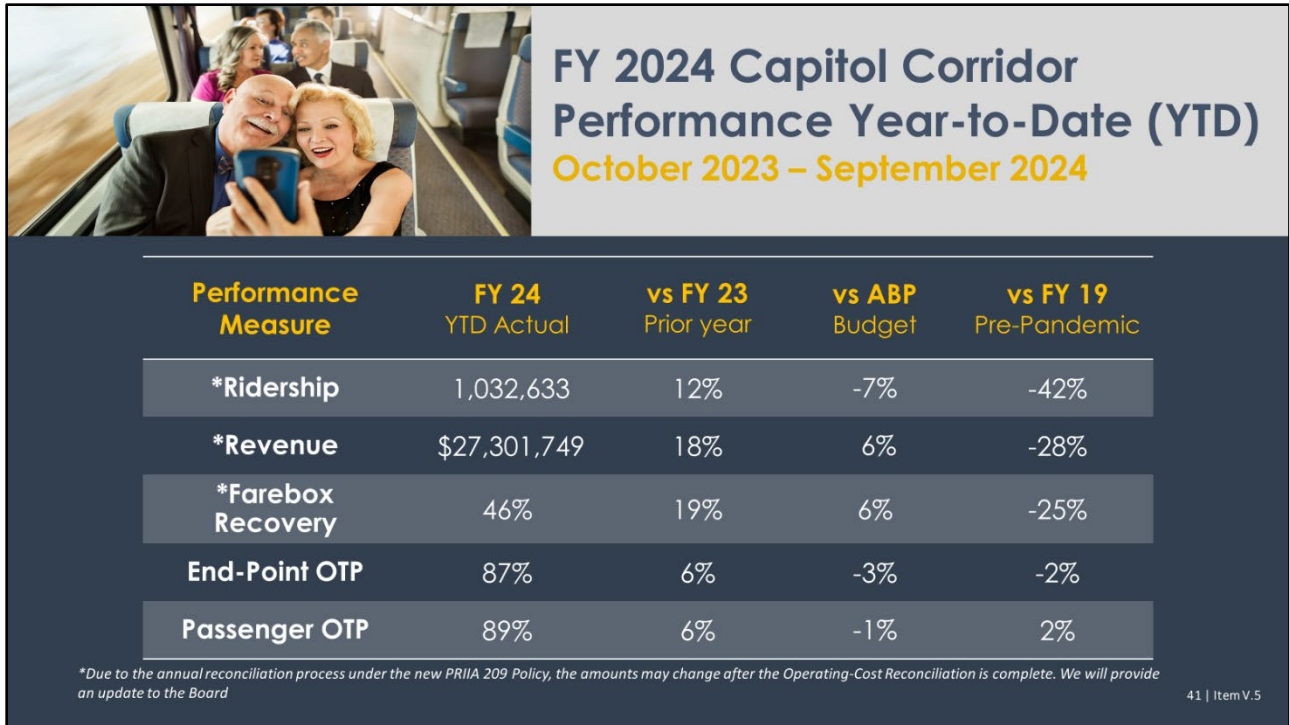
## Managing Director's Report

Performance

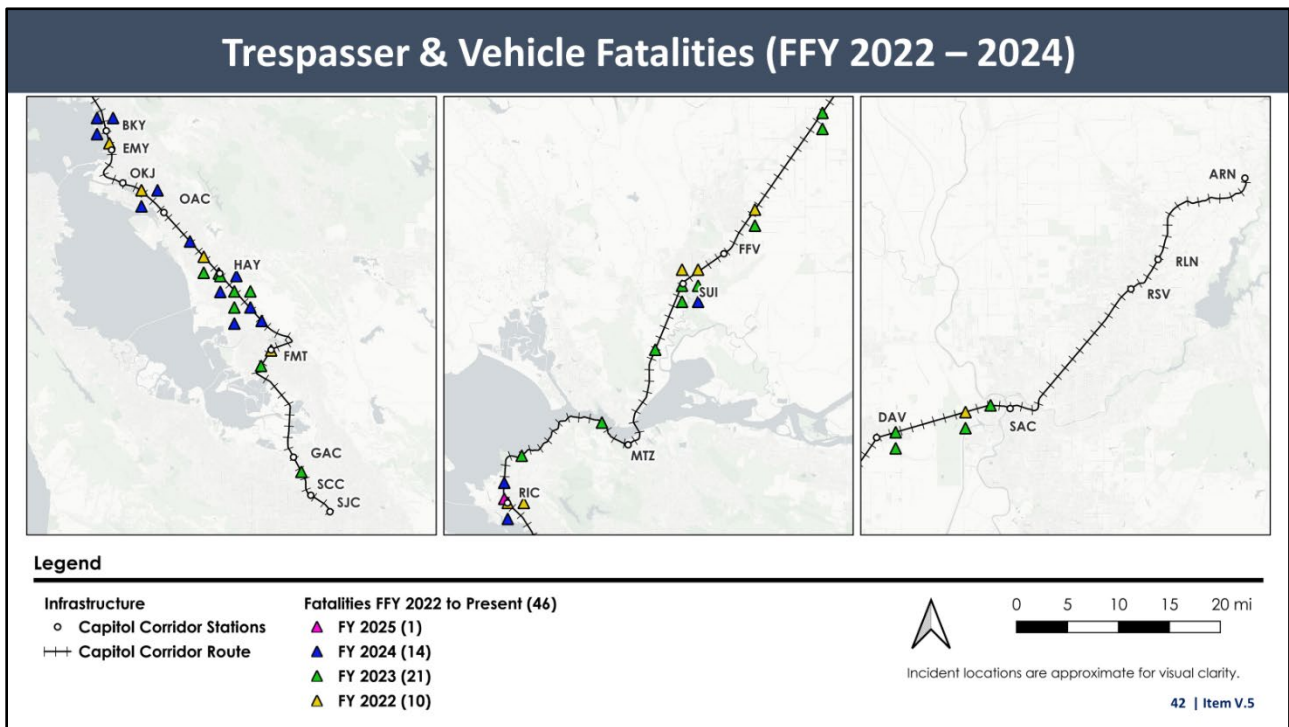
Annual Report

Schedule Development





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# 2024 Annual Performance Report



## 2024 Annual Performance Report includes :

- Performance Metrics
- Milestone Events
- New Programs
- Customer Experience & Promotions
- Project Milestones
- Rider Testimonials



**FY2024 PERFORMANCE REPORT**  
An exciting moment for passenger rail investments nationwide, Capitol Corridor continued to build on this positive momentum.

**Welcome Aboard**

FY2023 is being wrapped up as a successful year for Capitol Corridor. Joint Powers Authority (JPA), demonstrated steady growth in both ridership and revenue. We carried over 925,000 passengers, resulting in revenue of \$21 million – a 30 percent increase from the previous year. As we navigated a post-pandemic landscape, the influx of new riders discovering the ease and convenience of rail travel, coupled with returning passengers, offered encouragement and showcased a positive trajectory.

In major project news, we secured a significant \$42.5 million Consolidated Rail Authority (CRA) Safety Modernization (SM) Grant Award from the Federal Railroad Administration (FRA) to complete Phase 1 of the Sacramento to Roseville Third Track project. This grant represents the first federal investment in our service since 2009 and the first expansion of service since 2006. Upon its completion in 2025, we anticipate the ability to run two additional roundtrips between Sacramento and Roseville.

Capitol Corridor remains committed to growth, with ongoing capacity expansion projects. We aggressively promoted our 100% electric service along the entire route, and continued efforts to help reduce harmful air emissions by transitioning our fleet to sustainable diesel. As our service continues to advance, we look forward to expanding both our and our riders' horizons on future routes. For additional highlights from FY2023, we invite you to explore our video featuring messages from our new Board Chair, Robert Raburn, Vice Board Chair Bruce Housenbush, and Managing Director Rick Padgett.

**ROBERT RABURN**  
Board Chair

**ROBERT RABURN**  
Managing Director

**25 Years of Results**

FY2023	FY2022	FY2021	FY2020
24 WEEKDAY	22 WEEKDAY	21 WEEKDAY	20 WEEKDAY
17,988	16,300	15,000	14,000
275%	199%	123%	76%
\$21M	\$16M	\$12M	\$7M
38%	30%	25%	18%

**Ridership**



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# 2024 Annual Performance Report



### WEBSITE & MICROSITE



- 2024 report linked to "Performance Page" on Capitol Corridor website
- Dedicated microsite for the report

### SOCIAL MEDIA



- Announce published report
- Share fun facts prior to and after release
- Short video highlighting successes

### EMAIL



- Send report to Board Members and stakeholders
- Distribute special CC Rail Mail email to our subscribers

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# Schedule Development

**In-Progress**

- Considerations:
  - Equipment
  - Stakeholders
  - Riders/Ridership Trends

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