

FY2022 PERFORMANCE REPORT

The Capitol Corridor remained focused throughout the year on providing relevant programs to serve the evolving needs of its ridership.

Welcome Aboard

Capitol Corridor Joint Powers Authority (CCJPA) and its riders showed ongoing resilience during FY2022 as the pandemic continued to impact the world we live, work, and ride in. Because of our strong commitment to uninterrupted and flexible service, we are happy to report that our ridership and revenue doubled this year, leaping from 354,373 passengers and \$8.13 million in revenue in FY2021 to 705,365 passengers and \$17.8 million in revenue in FY2022. As times change, we have remained responsive to the new needs of our riders. This year, we extended the time riders can use their 10-day ride pass from 60 to 90 days, as well as introduced specials to support groups and families who frequently ride with us. We also moved forward on two key projects: expanding rail travel from Sacramento to Roseville and improving travel times and reliability on the Oakland South Bay connection. With ongoing support at the state and federal levels, we remain optimistic for a bright future as we continue to align our service to the new reality. Check out our video with a recap of the year from outgoing Chair Don Saylor and Managing Director Rob Padgette.

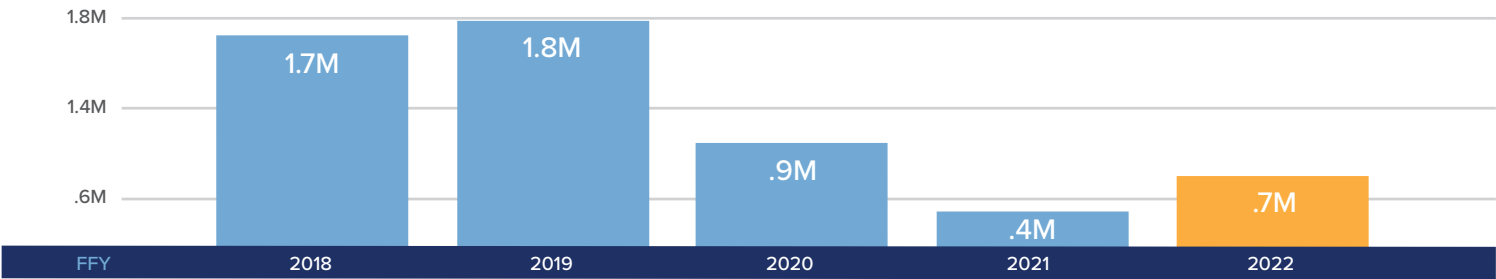


FY2022 Recap, featuring outgoing Chair Don Saylor and Managing Director Rob Padgette

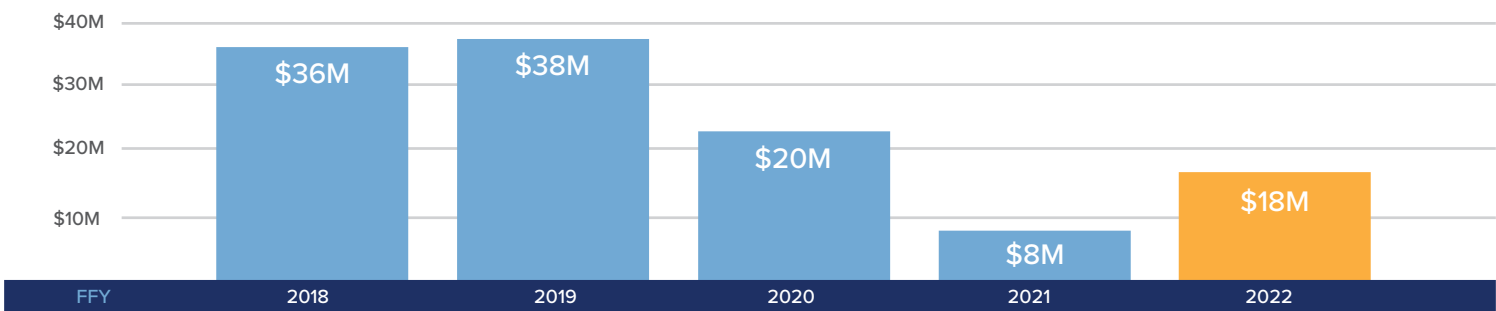
24 Years of Results

FY2022 22 WEEKDAY 18 WEEKEND FY1998 8 Daily Trains	FY2022 704,365 FY1998 463,000	FY2022 \$17.8M FY1998 \$6.25M	FY2022 35% FY1998 30%
SERVICE LEVEL +275%	RIDERSHIP +52%	REVENUE +185%	REVENUE-TO-COST +17%

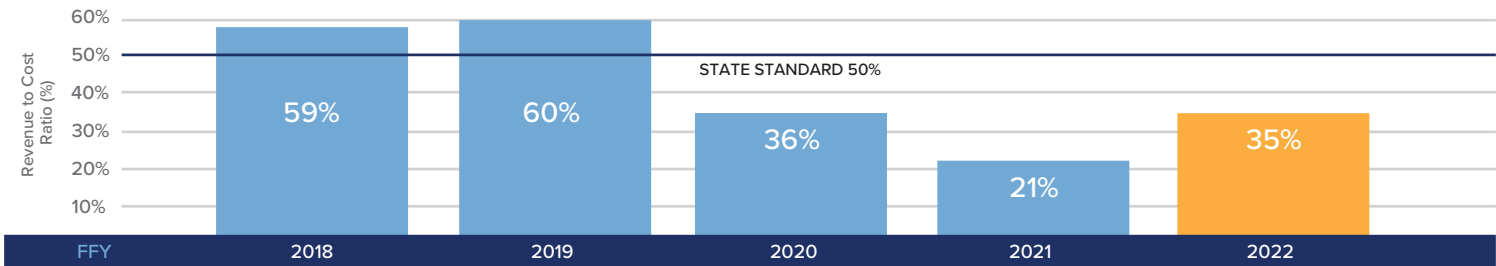
Ridership



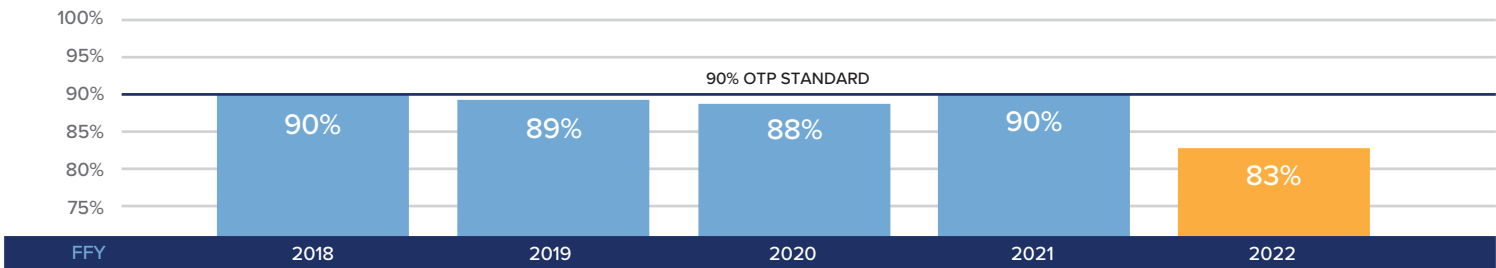
Revenue



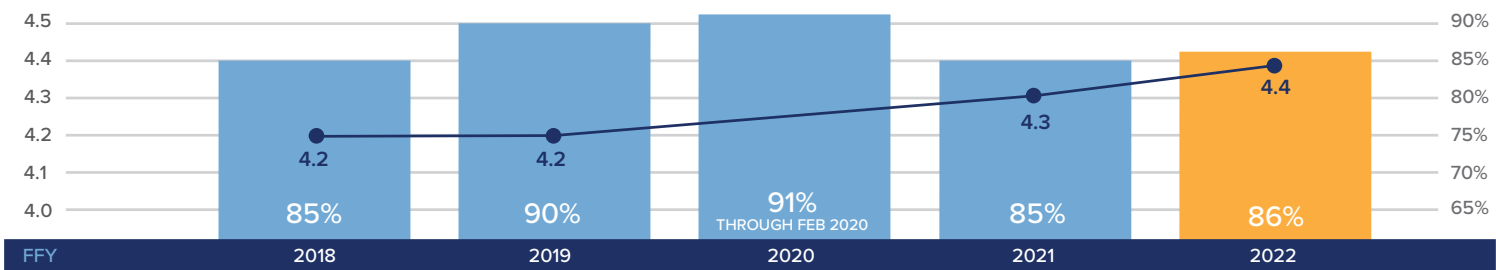
Farebox Ratio



On-Time Performance



Overall Satisfaction



● = AVERAGE ANNUAL SCORE BASED ON CCJPA ANNUAL ONBOARD SURVEY (NOT CONDUCTED IN 2020) % = FROM AMTRAK CUSTOMER SATISFACTION INDEX (CSI) SCORES

Ticket Purchase

82% Internet & Mobile
14% At Stations
4% Other

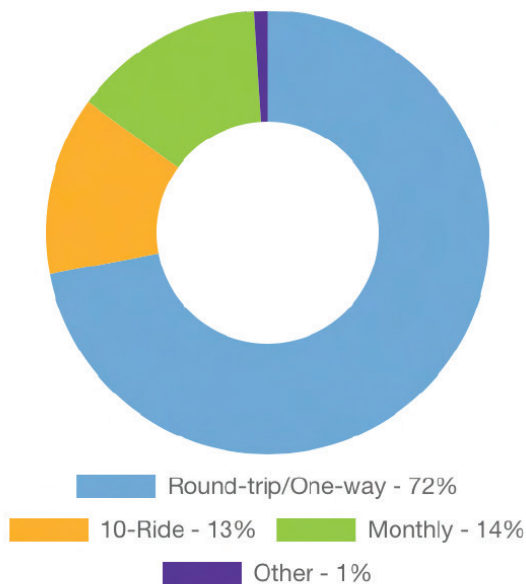
Top 3 City Pairs

Sacramento – Emeryville
Emeryville – Sacramento
Oakland Jack London – Sacramento

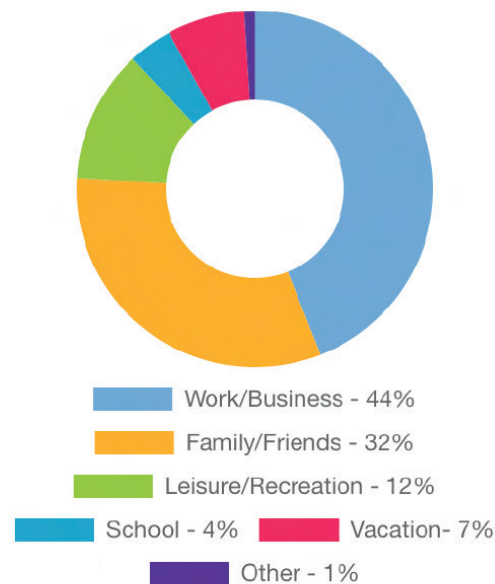
Busiest Trains

538
541
547

TICKET TYPE – FFY22



RIDER PROFILE – FFY22



Service Levels

Over the course of the year, the Capitol Corridor increased service, except for a brief summer period when Amtrak experienced workforce shortages. A January 24, 2022, schedule change provided more midday service in the eastbound direction, as well as increased late afternoon and evening weekday service. The temporary reduction in service, which began August 15, 2022, ended on October 3, 2022, when we returned to full service on weekends and to 12 of 15 roundtrips on weekdays. On June 7, 2021 the service reached another milestone by increasing our frequencies from 16 to 22 weekday trains.

Fare Analysis Projects

CCJPA anticipates the pilot program launch of the California Integrated Travel Project (Cal-ITP) Minimum Viable Product (MVP) in early 2023. The contactless payment launch will mark the first time in Capitol Corridor history when fares and fare products will not be provided to the train customer via the Amtrak channel. We anticipate additional fare and fare product opportunities as we learn from the contactless payment MVP and evolve from the pilot program. In late FY2022, we initiated a three-month fare product and analysis study to help us understand how to develop single and multiride fare products that are flexible enough to meet the needs of today's riders.

Travel Modes to Station



Café Car Specials

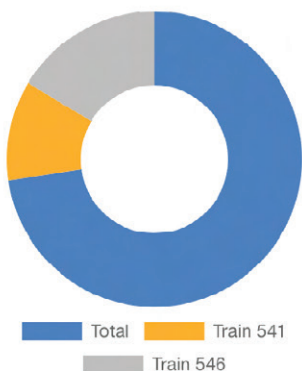
The Café Car, one of our riders' favorite amenities, added seasonal fare and flair to its menu throughout the year, including House Wine for Pride Month, vegan blue corn tamales, Cappy Hour, and Special Holiday Drinks.

"Love taking the train to visit my kids and grandkids! Such a beautiful, stress-free way to travel."

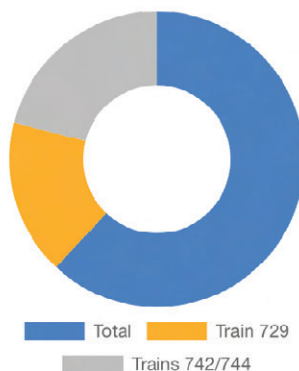
Riders Flock to Levi's Stadium on Capitol Corridor

San Francisco 49er fans again showed their loyalty not only to their team but also to the Capitol Corridor with strong game day ridership to Levi's Stadium. Ongoing social media posts and videos kept them informed and connected.

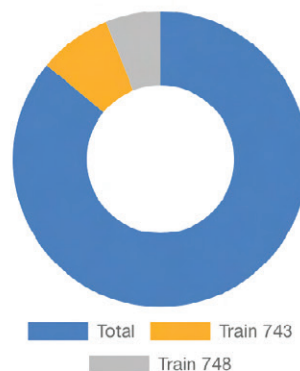
10/3 Mon Rams vs 49ers



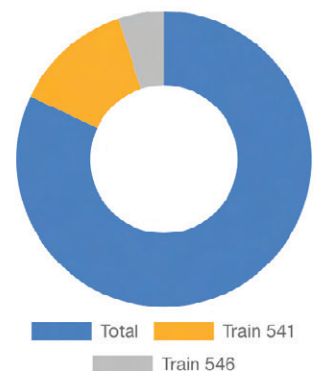
9/18 Sun Seahawks vs. 49ers



8/27 Sat The Weeknd Concert



8/12 Fri Packers vs. 49ers Pre-season



Engaging Community through Video

Throughout FY2022, we continued to engage riders with informative webinars and videos that went beyond service updates. In addition to destination-themed Corridor Conversations, we introduced Behind the Scenes segments, which offered quick overviews on improvements to the Capitol Corridor line. We also posted videos reinforcing our commitment to being One Train for All by connecting communities, including a video recognizing Asian American and Pacific Islander Month in May 2022.



Corridor Conversations



Asian American and Pacific Islander Month



Behind the Scenes



Customer Experience and Promotions

We added new promotions in FY2022, looking to attract new and former riders, especially as the workforce spent less time commuting. In 2022, we introduced changes and enhancements to positively impact service for new and returning riders on the Capitol Corridor.



30TH ANNIVERSARY 30% OFF

With gas prices continuing to rise in California, we extended our 30th-anniversary celebration 30% off fare promotion for all oneway and round trips on the Capitol Corridor through June 20, 2022.



SENIOR MIDWEEK 50% DISCOUNT

From July 2022, seniors aged 62+ were able to ride midweek (Tuesday through Thursday) for 50% less.



BOGO EVERY DAY

From July 2022, riders were able to buy one full-fare ticket for travel until January 31, 2023, aboard the Capitol Corridor and get a free companion fare.



10-RIDE DISCOUNTS EXTENDED

We extended Capitol Corridor's 10-Ride Ticket to 90 days. The tickets are now good for 10 discounted one-way trips during the 90-day period.

Projects

Throughout the year, we continued to focus our priorities on service reliability, system safety, and customer experience. Support for rail-related projects and initiatives at the state and federal levels has never been stronger and will undoubtedly promote the vitality and longevity of the Capitol Corridor service now and into the future.

Stege Signal Project

One of the most impactful ways to support our priorities is through reinvesting in the maintenance of our equipment. This year we made great headway on the Stege Crossover and signal upgrades project, which is designed to improve the reliability of our signal system by upgrading outdated signal equipment. The completed signal opened in early FY2023.



Tap2Ride Contactless Fare Payment

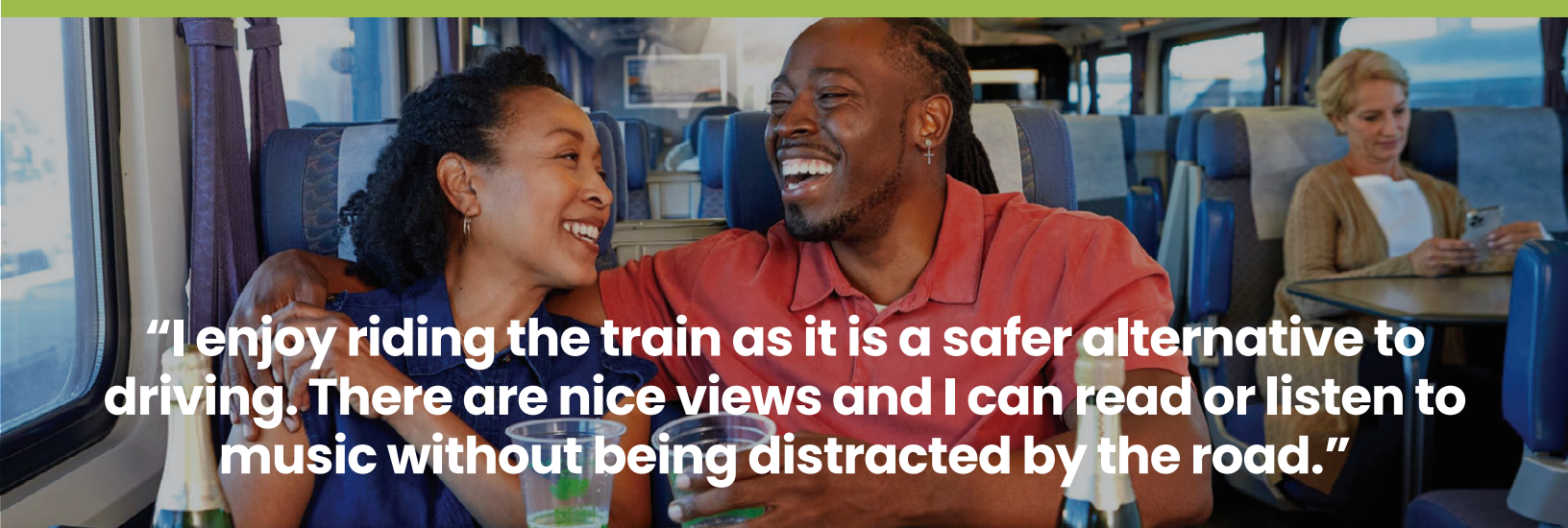
Another significant way to help ensure the short- and long-term success of Capitol Corridor is by incorporating innovative technology. In FY2022, we laid the foundation for contactless fare payment on our trains as part of the California Integrated Travel Program (Cal-ITP). Called Tap2Ride, Capitol Corridor's program will allow customers to easily and quickly tap a contactless debit card or credit card to pay for a transit ride the same way they do for other everyday purchases. A pilot is scheduled for early 2023, with the full program to launch later in the year.

Tremendous Federal Support for Capitol Corridor and Intercity Rail

On May 4, 2022, CCJPA was honored to host Amit Bose, administrator of the Federal Railroad Administration. Traveling on the Capitol Corridor from Oakland to Sacramento, we discussed our near-term investments to improve the customer experience as well as our long-term plans to address climate change, resilience, and increased passenger rail access and connectivity throughout the region. We thank Congresswoman Doris O. Matsui for joining CCJPA staff and elected leaders at the Sacramento Valley Station on January 26, 2022 to hear about how the Infrastructure Investment & Jobs Act (IIJA) will contribute to better transportation connections, reliability, and safety for the state capital and the entire Northern California Megaregion. With IIJA funding, the Capitol Corridor has an unprecedented opportunity to advance multiple projects, such as the Sacramento to Roseville Third Track Project, Link21, and the Davis Station platform upgrades, all of which will be supported by the transformation of the Sacramento Valley Station into a true regional mobility hub.



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“I enjoy riding the train as it is a safer alternative to driving. There are nice views and I can read or listen to music without being distracted by the road.”

MILESTONES

Link21 Program

Funding: TIRCP, Annual State Supplemental (San Francisco Bay Area Rapid Transit District (BART) Measure RR, Regional Measure 3 (RM3)) Allocation

ENVIRONMENT

EXPERIENCE

Link21 is working with CalSTA and other agency partners to transform Northern California's passenger rail network into a faster, more integrated system, providing safe, efficient, and affordable travel. At the core of Link21 is a new Transbay passenger rail crossing between Oakland and San Francisco, as well as other improvements to the BART and the regional rail network, which includes Capitol Corridor and other operators. These improvements will make rail travel more attractive and reliable and provide better access to jobs and housing in the Northern California Megaregion. By shifting more trips from automobiles to modern zero-emission trains, we will help the region and State meet its greenhouse gas reduction goals.

2019 Funding awarded to survey project impact on employers and workforce demands

2020 Hired staff dedicated to managing project, embarked on 21-county market analysis

2021 Renamed program Link21, launched website, Bay Area Council Economic Institute issues report on a new rail crossing's benefit to the Megaregion, conducted two rounds of outreach with priority populations and the general public

2022 CCJPA and BART Boards adopted program Vision, Goals, Objectives and approved the continuation of program development (Stage Gate 1)

2024 Define and prioritize projects

2028 Begin design / project delivery phase

2040 New crossing opens for revenue service

California Integrated Ticketing

Program California Integrated Travel Program (Cal-ITP)
Funding: Transit and Intercity Rail Capital Program (TIRCP)

EXPERIENCE

CCJPA is managing a California State Transportation Agency (CalSTA) and Caltrans-led multi-agency initiative to research, develop, and implement a Cal-ITP that will enable California residents and visitors to plan and pay for travel across multiple modes of transportation, including bus, metro, light and intercity rail, paratransit, bike hire, and ride-hailing services in California.

2016 Case study of European models of integration and fare policies

2018 Cal-ITP forum for sharing lessons learned

2019 Team assembled to build framework for comprehensive Cal-ITP

2021 First trials of Eurocard/Mastercard/Visa (EMV) payment and General Transit Feed Specification (GTFS) programmatic support launched

2022 GTFS program expanded, and automated discount eligibility trials launched for age and student discounts

2023 Launch of CCJPA trial, payment integration with other mobility systems, and Minimum Viable Product (MVP) expansion in the Sacramento area and other transit operators around the state

South Bay Connect

Funding Source: TIRCP

EXPERIENCE

South Bay Connect proposes to relocate Capitol Corridor service between Oakland Coliseum and Newark from the current route on the Union Pacific (UP) Niles Subdivision to the UP Coast Subdivision, which could save up to 13 minutes of travel time between Oakland and San Jose. The project also intends to facilitate new transbay connections via a new Ardenwood rail station for Capitol Corridor passengers between the East Bay and the Peninsula, an underserved market for the Capitol Corridor service. Key milestones:

2019 Project Definition Report completed

2020 Environmental documentation and review process initiated with Notice of Preparation of an Environmental Impact Report (EIR)

2022 Continued work on environmental documentation and preliminary design

2023 Draft EIR expected to be released

2024 Final EIR expected to be adopted

2027 Construction expected to begin

2030 Construction expected to finish and project operational

Sacramento-Roseville Third Track Service Expansion Project

Funding: TIRCP, Prop 1A, Prop 1B

ENVIRONMENT EXPERIENCE

With the addition of a third railroad track between Sacramento and Roseville, the Capitol Corridor would be able to increase frequencies between the two stations. An overnight train layover/servicing facility will also be a part of the project.

2015 Environmental phase complete

2016 Awarded \$87M from TIRCP, Prop 1A and 1B towards project design and construction

2021 25% design complete

2022 Phase one final design to be complete

2023 Phase one construction to begin

Peoplesense Trials

Funding Source: CCJPA & TIRCP Project Impact (Environmental, Rider Experience, or Saffetty)

EXPERIENCE

Real-time person counting using machine learning techniques and artificial intelligence methods to provide passengers real-time and predictive car by car occupancy counts and also assist in conductor fare collection and overall passenger analytics via a real-time database that can be easily queried.

Key milestones:

2018 Initial portable device testing – phase one

2019 Trainset based remote testing – phase two

2021 Machine learning/artificial intelligence and GTFS occupancy development – phase three

2024 Commercial deployment – final phase

SR 84 Intermodal Bus Facility

Funding Source: TIRCP

EXPERIENCE

As a companion project to South Bay Connect, it builds vertical circulation from the Ardenwood rail station to directional bus stops aligned and on SR 84. The proximity of the bus stops to the rail will vastly improve bus travel times and facilitate movement between rail and bus services connecting from East Bay to the Peninsula.

Key milestones:

2021 Required Caltrans Documentation developed

2022 CEQA Environmental documentation and review process initiated

2022 Design documentation commences

2025 Construction expected to begin

2028 Construction expected to finish and project operational

Carquinez High Level Crossing Studies

Funding Source: TIRCP and TBD Project Impact (Environmental, Rider Experience, or Safety)

ENVIRONMENTAL EXPERIENCE

The lifting of the current Benicia-Martinez Rail Bridge is a current source of delays and causes trains to get out of slot. Any expansion of Capitol Corridor service between Oakland and Sacramento would be limited by the nature of the current lift bridge and how the waterway is used for marine traffic. The study is to begin the process of establishing alternative high-level (non-lift) rail bridge options across the Carquinez strait which can be the basis of future project development phases.

Key milestones:

2021 Developed funding package and initial studies scope

2022 Examine feasible and viable high-level options via a study – phase one

2023 Narrow options via a deeper study and present options to leadership at CCJPA and CalSTA – phase two

2024 Fund project development phases in environmental and initial design

2027 Complete CEQA/NEPA project development and 30% design

2029 Complete 100% design

2030 Commence construction

2033 Complete construction of a viable high-level bridge replacement with approaches

Agnew Siding Improvement Design

Funding: SRA, TIRCP

EXPERIENCE **SAFETY**

This project creates a new place for trains to meet and pass south of the Great America Station, easing train congestion in the South Bay. Trains that have been impacted by congestion will see these related more than once delays reduced to less than daily on average and to a few minutes from an average of 13 minutes.

2019 Final design started

2022 Final project design to be completed

2023 Construction to begin

Renewable Diesel

Funding: CCJPA Operating Budget

ENVIRONMENT

In collaboration with the California Air Resources Board (CARB), CCJPA has identified and is currently testing alternative fuel options that will work with Tier 4 Charger locomotives which operate with highpressure fuel systems.

2016 Exploration of alternative fuel options

2017 Renewable fuels tests on F-59 locomotives

2019 Renewable fuels tests on Tier 4 Charger locomotives

2020 Renewable testing suspended for 3 months due to covid service reductions. Currently are just past halfway completed and schedule to complete testing by May 2021

2021 Run time testing completed

2022 Evaluation of system engine parts

2023 Fully transition fleet to renewable diesel

Current CCJPA Board Members

Board members can be contacted through their respective agencies.

San Francisco Bay Area Rapid Transit District

Debora Allen

Bevan Dufty

Janice Li

John McPartland

Robert Raburn – Chair

Rebecca Saltzman

Placer County Transportation Planning Agency

Jim Holmes

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