

**\*\*\*REVISED\*\*\***



**CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
MEETING OF THE BOARD OF DIRECTORS  
Wednesday, April 16, 2025 | 10:00 a.m.**

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

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

- **In person** in the Solano Transportation Authority Board Room located at 423 Main Street, 1<sup>st</sup> Floor, Suisun City, CA 94585 *or* any of the teleconference locations listed below; *or*
- **Via telephone** by calling 1-833-548-0282 (Toll Free) and entering access code **854 7559 2412**; *or*
- **Via Zoom** by logging into Zoom.com and entering access code **854 7559 2412**; *or*
- **Via Zoom** by typing the Zoom link <https://us06web.zoom.us/j/85475592412> into your web browser.

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

BART Headquarters / CCJPA Offices 2150 Webster Street, Oakland CA 94612 1 <sup>st</sup> Floor – Bid Room 161	Valley Transportation Authority (VTA) Offices 3331 North First Street, San Jose, CA 95134 Room B106
Pleasant Hill City Hall 100 Gregory Lane, Pleasant Hill, CA 94523 Community Room	Citrus Heights Council Chambers 6360 Fountain Square Drive Citrus Heights, CA 95621
The Scott Haggerty Heritage House 4501 Pleasanton Ave, Pleasanton CA 94566 Front Conference Room	---

The full agenda packet, supplemental materials, and presentation materials can be accessed or downloaded electronically at [www.capitolcorridor.org/ccjpa-board](http://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](mailto: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, April 15<sup>th</sup> 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 **854 7559 2412**, 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 **854 7559 2412**, and use the raise hand feature; *or*
- Join the Board meeting via the Zoom link <https://us06web.zoom.us/j/85475592412> 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 February 19, 2025 Meeting
  2. Adopt CCJPA FY 2024-25 Budget Increase
  3. Authorize Regional Measure 3 (RM3) Funding for South Bay Connect
  4. Authorize Amendments to Interagency Transfer Agreement (ITA) Standard Agreements
- V. Action and Discussion Items
1. \*Adopt Draft FY 2025-26 – FY 2026-27 Annual Business Plan (*Est. Time: 20 minutes*) *Action*
  2. Authorize FY 2024-25 CCJPA/Amtrak Operating Agreement (*Est. Time: 10 minutes*) *Action*
  3. CCJPA Capital Project Portfolio (*Est. Time: 5 minutes*) *Info*
  4. Legislation and Funding Update – State and Federal (*Est. Time: 10 minutes*) *Info*
  5. 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., June 18, 2025 – San Francisco Bay Area Rapid Transit Board Room in Oakland

**\*Requires an affirmative vote of at least two-thirds (11) of the appointed members.**

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 142<sup>nd</sup> MEETING (REGULAR) WEDNESDAY, FEBRUARY 19, 2025

### Members of the Board of Directors

Bruce Houdesheldt, Chair (PCTPA)	Linda Sell (SCVTA)
Melissa Hernandez, Vice Chair (BART)	Steve Bird (STA)
Mark Foley (BART)	Alma Hernandez (STA)
Janice Li (BART)	Josh Chapman (YCTD)
Robert Raburn (BART)	Lucas Frerichs (YCTD)
Matthew Rinn (BART)	Suzanne Jones (PCTPA Alternate)
Edward Wright (BART)	Rod Brewer (SRTD Alternate)
Ken Broadway (PCTPA)	Patrick Kennedy (SRTD Alternate)
Tim Schaefer (SRTD)	Catherine Moy (STA Alternate)
Caity Maple (SRTD)	Tom Stallard (YCTD Alternate)
Sudhanshu Jain (SCVTA)	Vacant (YCTD Alternate)

## **MEETING DESCRIPTION**

The 142nd meeting of the Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) was held at 10:00 a.m., Wednesday, February 19, 2025, via simultaneous teleconference and in the San Francisco Bay Area Rapid Transit District Board Room, 2150 Webster Street, 1<sup>st</sup> Floor, Oakland, California 94612; City of Citrus Heights Council Chambers, 6360 Fountain Square Drive, Citrus Heights, CA 95621; Valley Transportation Authority (VTA) Offices, Room B106, 3331 North First Street, San Jose, CA 95134; City of Santa Clara City Hall, Council Conference Room – East Wing, 1st Floor, 1500 Warburton Avenue, Santa Clara, CA 95050; and Suisun City Hall, City Hall Chambers, 701 Civic Center Boulevard, Suisun City, CA 94585. Chair Houdesheldt presided; April B. A. Quintanilla, Recording Secretary.

### **I. CALL TO ORDER**

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

### **III. REPORT OF THE CHAIR**

Chair Houdesheldt opened the meeting with remarks that included instructions on how to access meeting materials and participate in public comment. Chair Houdesheldt expressed appreciation to departing alternate Board Member Tom Stallard (YCTD) for his service on the CCJPA Board.

Chair Houdesheldt welcomed the newly appointed Board Members and alternate Board Members to the Board. Chair Houdesheldt introduced the following new Board Members: Mark Foley (BART), Edward Wright (BART), Matthew Rinn (BART), Ken Broadway (PCTPA), Linda Sell (SCVTA), Rod Brewer, (SRTD Alternate), Suzanne Jones (PCTPA Alternate), and Catherine Moy (STA Alternate).

Chair Houdesheldt also expressed gratitude to Chris Gran, former Interim Controller-Treasurer, for his nearly 25 years of dedicated service to CCJPA, including his role as interim Treasurer since February 2021.

Chair Houdesheldt welcomed Joseph Beach, who joined BART as Chief Financial Officer in December 2024, and expressed enthusiasm about the leadership and contributions he will bring to the CCJPA.

Director Li led the Pledge of Allegiance.

### **II. ROLL CALL AND PLEDGE OF ALLEGIANCE**

Directors Present in Oakland: Bruce Houdesheldt, Placer County Transportation Planning Agency (PCTPA); Ken Broadway, PCTPA; Josh Chapman, Yolo County Transportation District, (YCTD); Lucas Frerichs, YCTD; Janice Li, San Francisco Bay Area Rapid Transit District (BART); Matthew Rinn, BART; Robert Raburn, (BART); and Edward Wright, BART.

Director Present via Teleconference in Citrus Heights: Tim Schaefer, Sacramento Regional Transit District (SRTD).

Director Present via Teleconference in San José: Linda Sell, Santa Clara Valley Transportation Authority (SCVTA).

Director Present via Teleconference in Santa Clara: Sudhanshu Jain, SCVTA.



Director Present via Teleconference in Suisun City: Alma Hernandez, Solano Transportation Authority (STA).

Directors Absent: Steve Bird, STA; Mark Foley, BART; Melissa Hernandez, BART; and Caity Maple, SRTD.

#### IV. CONSENT CALENDAR

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

1. Approve Minutes of the November 20, 2024 Meeting.
2. Authorize Amendment to Agreement with Union Pacific Railroad for the Santa Clara Crossover Project.
3. Authorize Cooperative Agreement with National Passenger Railroad Corporation (Amtrak) for Davis Crossover and Signal Project.
4. Authorize Agreement for the Capitol Corridor Website Redesign.

#### Action

Director Raburn moved to approve the Consent Calendar by one motion. Director Chapman seconded the motion, which was carried by a unanimous roll call vote and resulted in the actions outlined below:

1. The Minutes of the November 20, 2024 Meeting, were approved. (12-0)
2. Resolution No. 25-1, In the Matter of Authorizing an Amendment to Agreement with Union Pacific Railroad for the Santa Clara Crossovers Project, was adopted. (12-0)
3. Resolution No. 25-2, In the Matter of Entering into Cooperative Agreements with the National Railroad Passenger Corporation (Amtrak) for Construction of the Davis Crossover and Signal Project (Project), was adopted. (12-0)
4. Resolution No. 25-3, In the Matter of Authorizing a Budget and Agreement for the Capitol Corridor Website Redesign Project, was adopted. (12-0)

#### *Vote Summary:*

*Moved / Seconded: Director Raburn/ Director Chapman*

*Aye: Directors Houdesheldt, Broadway, Chapman, Frerichs, A. Hernandez, Jain, Li, Rinn, Raburn, Schaefer, Sell, and Wright.*

*No: 0*

*Abstain: 0*

*Absent: Directors Bird, Foley, M. Hernandez, and Maple.*

*Result: 12-0, motion carried by unanimous roll call vote.*

#### V. ACTION AND DISCUSSION ITEMS

1. Capitol Corridor Service Operations Update.

Leo Sanchez, Deputy Managing Director, provided an update on the plan to restore Capitol Corridor service to pre-pandemic levels and indicated that service will be increased in two phases, with Phase 1 restoring 28 weekday trains in Spring 2025 and Phase 2 targeting full restoration (30 weekday trains) in Fall 2025.



### Public Comment

Mike Barnbaum addressed the Board.

### Discussion

There was no discussion.

### Action

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

## 2. Caltrans Statewide Fleet Planning and Service Update.

Robert Padgette, Managing Director, introduced Kyle Gradinger, Chief of the Division of Rail at Caltrans, who provided an overview of fleet planning, procurement, zero-emission transitions, and fleet modernization initiatives. Chief Gradinger also addressed current equipment constraints, the long-term vehicle strategy, and accessibility goals.

### Public Comment

The following individuals addressed the Board:

Jeffrey Beeman  
Warren Cushman  
Joana Gubman  
Keenan Finney  
Roland Lebrun

### Discussion

The item was discussed by the Board.

### Action

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

## 3. Fare Study Update.

Jim Allison, Manager of Planning, presented results from the recent fare policy study and noted that key recommendations include lowering short-distance fares, modest increases to multi-ride medium/long-distance fares, and expanding the Tap2Ride program to support equity and frequent travel.

### Public Comment

Aleta Dupree addressed the Board.

### Discussion

The item was discussed by the Board.

### Action

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

#### 4. Legislation and Funding Update – State and Federal.

Managing Director Padgette provided an overview of legislative issues, emphasizing that all operating funds for Capitol Corridor service are provided by the state and that CCJPA will continue to monitor federal developments, including Federal Railroad Administration (FRA) leadership and Amtrak's funding.

### Public Comment

Roland Lebrun addressed the Board.

### Discussion

The item was discussed by the Board.

### Action

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

#### 5. Capital Project Update.

- a. Capital Projects Overview.
- b. CCJPA Capital Project Portfolio.

Manager of Special Projects, Camile Tsao, provided a comprehensive overview of CCJPA's Capital Projects Program, including the funding landscape and a review of the Capital Improvement Plan (CIP), which categorizes projects into key areas such as reliability, safety enhancements, capacity expansion, customer experience, and rolling stock.

Special Projects Manager Tsao also addressed the current Capital Project Portfolio, highlighting active and upcoming initiatives that support system improvements, and staff's approach to project implementation, including how priorities are set based on funding availability, project readiness, and alignment with long-term strategic goals.

### Public Comment

Roland Lebrun addressed the Board.

### Discussion

There was no discussion.

### Action

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

### 6. Managing Director's Report.

Managing Director Padgette provided an overview of key updates and performance highlights, including increases in ridership and revenue, on-time performance, and safety, particularly the reduction of trespasser incidents along the corridor. Managing Director Padgette expressed appreciation to the City of Oakland for recent efforts to clear encampments near the Oakland Coliseum.

Managing Director Padgette also reported on the continued expansion of the Tap2Ride program, customer feedback, and community outreach for the annual business plan and welcomed Natalie Guo, Principal Financial Analyst, who recently joined CCJPA.

### Public Comment

No comments were received.

### Discussion

The item was discussed by the Board.

### Action

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

## **VI. BOARD DIRECTOR REPORTS**

Chair Houdesheldt invited Board Director reports. Director Raburn reported that the National Basketball Association (NBA) All-Star activities held at the Oakland Arena the previous weekend were a tremendous success, exceeding expectations due to strong partnerships between the CCJPA, Union Pacific Railroad (UPR), and the City of Oakland. Director Raburn recognized Managing Director Padgette and Deputy Managing Director Sanchez for their coordination with UPR and Oakland's Interim Mayor Kevin Jenkins to address illegal activities, unauthorized shelters, abandoned vehicles, and dumping near the Coliseum. Director Raburn indicated that, as a result of these efforts, safety improved for Capitol Corridor passengers and train crews, trespassing was reduced, and BART riders attending the events felt welcomed as they used the pedestrian crossing.

## **VII. PUBLIC COMMENTS**

Warren Cushman and Aleta Dupree addressed the Board.

## **VIII. ADJOURNMENT**

The Meeting adjourned at 11:40 a.m. Next Meeting Date: 10:00 a.m., April 16, 2025– Solano Transportation Authority Board Room in Suisun City.

April B. A. Quintanilla  
Secretary





# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** April 11, 2025

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

**SUBJECT:** Adopt CCJPA Fiscal Year 2024-25 Budget Increase

### PURPOSE

For the CCJPA Board to adopt the increase to the CCJPA FY 2024-2025 budget based on the FY 2024-2025 Annual Business Plan (ABP) Approval from the California State Transportation Agency (CalSTA) dated February 28, 2025. See attached letter.

### BACKGROUND

The CCJPA Board-approved Fiscal Year 2024-2025 (FY 2025) and Fiscal Year 2025-2026 (FY 2026) Annual Business Plan (ABP) was submitted to the Secretary of CalSTA in June 2024 and calls for the restoration of the Capitol Corridor train service to pre-COVID levels (30 weekday and 22 weekend trains). ( Resolution 24-12)

For FY 2025, the Governor enacted the State Budget Act of 2024 on June 29, 2024, which includes an additional \$211 million for the State-Supported Intercity Passenger (IPR) Rail Agencies, allocated across three years starting in FY 2024-25, increasing the shared cap of \$131 million for IPR operations. This increase supports the restoration of IPR train service levels back to FY 2019 pre-COVID levels. However, because of the Governor’s overall reduction of nearly eight percent to State of California operations for FY 2025, approval of the FY 2025 ABP was delayed, and funding was allocated in three steps.

At the September 18, 2024 meeting, the CCJPA Board adopted funding allocated to CCJPA from CalSTA on June 30, 2024 and August 22, 2024, which together provide 75% of the requested amounts for Administration, Marketing, and Information/Customer Support Services (ICSS) and fully funds CCJPA’s request for Amtrak Operations, Direct Operations, Capitalized Maintenance, Minor Capital, Northern California Onboard Wi-Fi, California Integrated Travel Project (CalITP), and the California Passenger Information Display System (CA PIDS). The August 22<sup>nd</sup> letter from CalSTA also supports the restoration of train service levels to pre-COVID service levels effective March 1, 2025. (Resolution 24-23)

Today, we are asking for the CCJPA Board’s approval to increase the FY 2024-25 budget by \$1.89 million as a result of a third ABP approval letter dated February 28, 2025 providing the remaining 25% of Administration, Marketing and ICSS, bringing the total to 100% of the requested amount for those line items. Details regarding the funding authorization are included below.

## Funding Authorization

The table below highlights the \$1.89 million for which CCJPA is seeking approval for today.

FY 2025 CCJPA Annual Business Plan Funding Allocation			
Budget Item	Allocated Previous Letters	Allocated Feb 2025 Letter	Total Allocated
Administrative	\$ 3,170,150	\$ 1,090,051	\$ 4,260,201
Marketing	\$ 1,262,977	\$ 420,993	\$ 1,683,970
Information/Customer Support Services	\$ 1,144,551	\$ 381,517	\$ 1,526,068
Amtrak Operations	\$ 28,225,058	\$ -	\$ 28,225,058
Direct Operations	\$ 831,258	\$ -	\$ 831,258
Minor Capital	\$ 500,000	\$ -	\$ 500,000
NorCal Onboard Technology Capital/Support	\$ 3,074,776	\$ -	\$ 3,074,776
Statewide PIDS Capital/Support	\$ 2,031,945	\$ -	\$ 2,031,945
California Integrated Travel Project	\$ 7,000,000	\$ -	\$ 7,000,000
Capitalized Maintenance	\$ 1,000,000	\$ -	\$ 1,000,000
<b>Total</b>	<b>\$ 48,240,715</b>	<b>\$ 1,892,561</b>	<b>\$ 50,133,276</b>

The following table provides details regarding the total CalSTA ABP funding authorized to CCJPA for FY 2025 as compared to FY 2024.

<b>CCJPA FY 2024-25 Annual Business Plan Funding Authorized by California State Transportation Agency</b>			
	<b>AUTHORIZED FY 2024</b>	<b>AUTHORIZED FY 2025</b>	<b>FY 2025 vs FY 2024</b>
<i>Capitol Corridor Train Service Level</i>	<i>Reduced Service</i>	<i>Pre-COVID Service Restored March 1, 2025</i>	<i>% Change</i>
<b>Operating</b>			
Amtrak Operations (Expenses less revenue)	\$ 37,166,898	\$ 28,225,058	-24.1%
Direct Operations	\$ 575,011	\$ 831,258	44.6%
Information Customer Support Services	\$ 1,467,373	\$ 1,526,068	4.0%
<b>CCJPA Administrative Management</b>			
Administration	\$ 4,000,194	\$ 4,260,201	6.5%
Marketing	\$ 1,683,970	\$ 1,683,970	0.0%
<b>TOTAL CCJPA Admin &amp; Operating Funding</b>	<b>\$ 44,893,446</b>	<b>\$ 36,526,555</b>	<b>-18.6%</b>
<b>CCJPA SUPPLEMENTAL ALLOCATION</b>			
Minor Capital	\$ 500,000	\$ 500,000	0.0%
Capitalized Maintenance	\$ 1,000,000	\$ 1,000,000	0.0%
<b>TOTAL CCJPA Supplemental Allocation</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>0.0%</b>
<b>CA INTERCITY PASSENGER RAIL (IPR) SUPPORT SUPPLEMENTAL ALLOCATION</b>			
Northern California Onboard Wi-Fi	\$ 2,735,601	\$ 3,074,776	12.4%
Link21	\$ 1,500,000	\$ -	-100.0%
California Integrated Travel Program (CalITP)	\$ 9,149,000	\$ 7,000,000	-23.5%
Passenger Information Display System Support	\$ 633,295	\$ 2,031,945	220.9%
<b>TOTAL CA IPR Supplemental Allocation</b>	<b>\$ 14,017,896</b>	<b>\$ 12,106,721</b>	<b>-13.6%</b>
<b>CCJPA Funding Authorization</b>	<b>\$ 46,393,446</b>	<b>\$ 38,026,555</b>	<b>-18.0%</b>
<b>Total Funding Authorization</b>	<b>\$ 60,411,342</b>	<b>\$ 50,133,276</b>	<b>-17.0%</b>

### RECOMMENDATION

It is recommended that the CCJPA Board, in accordance with Section 8.1 of the Amended Joint Exercise Powers Agreement to Establish the CCJPA, adopt the increase to the CCJPA FY 2025 budget in the amount of \$1.89 million, bringing the total amount to \$50.13 million pursuant to the enactment of the State Budget Act of 2024 and the allocation of such funds by the State to the CCJPA. As well, it is recommended that the CCJPA Board authorizes the CCJPA Executive Director or their designee to enter into all necessary agreements for the implementation of the CCJPA FY 2025 ABP as supported by the FY 2025 CalSTA funding and ABP approval letters and authorized funding and that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency and California Department of Transportation Division of Rail and Mass Transportation.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of Adopting the Capitol Corridor  
Joint Powers Authority Fiscal Year 2024-25 Budget Increase/

Resolution No. 25-4

**WHEREAS**, the State Budget for Fiscal Year 2024-2025, which covers the period July 1, 2024, through June 30, 2025, was enacted in June 2024; and

**WHEREAS**, the Board-approved FY 2024-2025 Annual Business Plan (ABP) (Resolution 24-12) submitted to the California State Transportation Agency (CalSTA) calls for the restoration of the Capitol Corridor train service plan to pre-COVID levels (30 weekday and 22 weekend trains) effective October 1, 2024; and

**WHEREAS**, because the Governor proposed an overall reduction of nearly eight percent to State of California operations for FY 2025, approval of the FY 2025 ABP was delayed until the budget impact of the proposed cuts is fully realized; and

**WHEREAS**, on June 30, 2024, the CalSTA Secretary transmitted an initial FY 2025 funding letter that acknowledges that despite budgetary uncertainties, business must still be conducted. The initial letter provides 25% of CCJPA's requested funding for Administration, Marketing, and Information/Customer Support Services which could be applied to any non-Amtrak Operations functions; and

**WHEREAS**, on August 22, 2024, CCJPA received the FY 2025 ABP approval letter from CalSTA, which supports the restoration of train service levels to pre-COVID service levels effective March of 2025; adds funding authorization for Administration, Marketing, and Information/Customer Support Services up to 75% of the requested amount; defers funding for Link21 due to grant availability, and fully funds the remaining ABP funding line items; and

**WHEREAS**, the CCJPA has received FY 2024-2025 Annual Business Plan (ABP) approval and funding letters from the Secretary of CalSTA dated June 30, 2024 and August 22, 2024, providing a cumulative total of \$48.24 million to the CCJPA to support its administrative management and operations of the Capitol Corridor service; and

**WHEREAS**, the CCJPA has received an additional FY 2025 ABP Approval letter dated February 28, 2025 FY 2024-2025 for an additional \$1.89 million, for a total of \$50.13 million as detailed in the following table:

**FY 2025 CCJPA Annual Business Plan Funding Allocation**

<b>Budget Item</b>	<b>Allocated Previous Letters</b>	<b>Allocated Feb 2025 Letter</b>	<b>Total Allocated</b>
Administrative	\$ 3,170,150	\$ 1,090,051	\$ 4,260,201
Marketing	\$ 1,262,977	\$ 420,993	\$ 1,683,970
Information/Customer Support Services	\$ 1,144,551	\$ 381,517	\$ 1,526,068
Amtrak Operations	\$ 28,225,058	\$ -	\$ 28,225,058
Direct Operations	\$ 831,258	\$ -	\$ 831,258
Minor Capital	\$ 500,000	\$ -	\$ 500,000
NorCal Onboard Technology Capital/Support	\$ 3,074,776	\$ -	\$ 3,074,776
Statewide PIDS Capital/Support	\$ 2,031,945	\$ -	\$ 2,031,945
California Integrated Travel Project	\$ 7,000,000	\$ -	\$ 7,000,000
Capitalized Maintenance	\$ 1,000,000	\$ -	\$ 1,000,000
<b>Total</b>	<b>\$ 48,240,715</b>	<b>\$ 1,892,561</b>	<b>\$ 50,133,276</b>

; and

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

**RESOLVED**, that the CCJPA Board hereby adopts the additional CCJPA FY 2025 budget of \$1.89 million for Administration, Marketing, and Information/Customer Support Services allocated via the February 28, 2025 ABP approval letter from CalSTA, for a total of \$50.13 million pursuant to the allocation letters from the Secretary of the California State Transportation Agency based upon the enactment of the State Budget Act 2024 and subject to allocation of such funding by the State; and

**BE IT FURTHER RESOLVED**, that the CCJPA Board authorize the CCJPA Executive Director or their designee to enter into all necessary agreements for the implementation of the CCJPA FY 2025 ABP as supported by the FY 2025 CalSTA ABP approval and funding letters and that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency, and California Department of Transportation Division of Rail and Mass Transportation.

# # #

<b>ACTION:</b>	<b>DATE:</b>	<b>ATTEST:</b>
<b>Ayes:</b>		<hr/> <b>April B. A. Quintanilla</b> <b>Secretary</b>
<b>Noes:</b>		
<b>Abstain:</b>		

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** April 11, 2025  
**FROM:** Robert Padgette  
          Managing Director, CCJPA  
**SUBJECT:** Authorize Regional Measure 3 (RM3) Funding for South Bay Connect

### PURPOSE

For the CCJPA Board to authorize statutorily assigned Regional Measure 3 (RM3) funding from the Metropolitan Transportation Commission (MTC) in June 2025 for the ongoing Project Specifications and Estimates (PS&E) phase of the South Bay Connect project.

### BACKGROUND

The CCJPA has been developing the South Bay Connect project using State allocated funding from the Transit and Intercity Rail Capital Program (TIRCP) for the Project Approval and Environmental Document (PA&ED) phase of development under the California Environmental Quality Act (CEQA). Via the California State Transportation Agency's (CalSTA) oversight of the TIRCP program, CalSTA staff indicated that equitable shares of programmed funding should be utilized where possible.

The Federal Railroad Administration's (FRA) created the Corridor ID program, which is a multi-step program with Step 1 being to submit a scope/schedule/budget for Step 2, the creation of a Service Development Plan (SDP). Within the SDP, FRA has carved out a process for projects that are past the planning efforts normally associated with SDPs and termed those Near-Term SDPs (NTSDP). The South Bay Connect project is one of the projects the CCJPA will include in the NTSDP. Once FRA approves an NTSDP, all included and approved NTSDP projects can move into Step 3 of Corridor ID. Step 3 involves funding where non-federal (at least 20%) funding and federal funding (up to 80%) is in place to complete 30% design and comply with the National Environmental Policy Act (NEPA). Being in Step 3 "federalizes" the project and is the first and only trigger for NEPA compliance since no other federal funding has been previously provided to South Bay Connect. In this context, this RM3 funding will be used to support up to 30% of the design phase of work for South Bay Connect under this Corridor ID Step 3 process which will also include NEPA compliance.

Of note, the FRA's Corridor ID federal process does not align with how project phases are established in California, which treats design as a 0% to 100% phase of funding and is typically the second of the four phases of project development. Step 3 of Corridor ID most closely aligns with the PA&ED phase (first phase) within California, but in this case, CCJPA has completed the PA&ED phase with the CEQA EIR certified by the CCJPA Board in November 2024.

CCJPA has that opportunity to utilize RM3 funding after approval by MTC in June 2025 presuming that the CCJPA Board adopts the attached resolution supporting this matter. Below are the key details for the MTC action on RM3 funding

- **Allocation month:** June 2025
- **Allocation request:** \$13.7 million for PS&E
- **Scope:** To support the development of up to 30% preliminary engineering designs for the South Bay Connect project and coordination with Union Pacific Railroad, the owner of the railroad ROW, and other project stakeholders on the review and approvals of the preliminary designs.
- **Pending CCJPA Board resolution adoption:** April 16, 2026

The Resolution associated with this item contains extensive language that MTC requests of RM3 allocation applicants. This funding is cited as Project 8 of SB 95 (Chapter 650, Statutes 2017), more commonly known as RM3, and states:

(8) Capitol Corridor. Provide funding for track infrastructure that will improve the performance of Capital Corridor passenger rail operations by reducing travel times, adding service frequencies, and improving system safety and reliability. The project sponsor is the Capital Corridor Joint Powers Authority. Ninety million dollars (\$90,000,000).

## **RECOMMENDATION**

It is recommended that the CCJPA Board authorizes \$13.1 million in RM3 funding from MTC for the South Bay Connect project for the PS&E phase of work. It is also recommended that the CCJPA Board authorizes the CCJPA Executive Director or their designee to execute all necessary and appropriate actions for the use of the RM3 funds for the South Bay Connect project

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

Resolution No. 25-5

In the Matter of: Authorizing Regional Measure 3 (RM3) funds from the Metropolitan Transportation Commission (MTC) for the Project Specifications and Estimates (PS&E) phase of work for the South Bay Connect Project/

**WHEREAS**, State funding from the Transit and Intercity Rail Capital Program (TIRCP) has been utilized for the Project Approval and Environmental Document (PA&ED) phase of development funding sources for the South Bay Connect project; and

**WHEREAS**, the California State Transportation Agency (CalSTA), who administer the TIRCP funds, have requested that the South Bay Connect project become more proportionally funded moving forward into the Project Specifications and Estimates (PS&E) phase of work, which is the next pending phase of project development; and

**WHEREAS**, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

**WHEREAS**, CCJPA has identified that Regional Measure 3 funding from the Metropolitan Transportation Commission (MTC) for the South Bay Connect project is eligible according to the Project 8 criteria of SB 95 (Chapter 650, Statutes 2017); and

**WHEREAS**, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

**WHEREAS**, the Capitol Corridor Joint Powers Authority is the sponsor of Project 8 in the Regional Measure 3 Expenditure Plan; and

**WHEREAS**, Project 8, Capitol Corridor, and the South Bay Connect project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

**WHEREAS**, CCJPA is designated as the implementing agency as an entity that is eligible to request Regional Measure 3 funds for the Project 8, Capitol Corridor, and the South Bay Connect project; and

**WHEREAS**, the Regional Measure 3 updated Initial Project Report (IPR) and allocation request, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which CCJPA is requesting that MTC allocate Regional Measure 3 funds; and

**WHEREAS**, the next opportunity to have programmed RM3 funding from the MTC to be allocated is in their June 2025 meeting; and



**WHEREAS**, CCJPA has identified \$13.7M in PS&E funding need from RM3 funding to allow up to 30% design on the South Bay Connect project; and

**WHEREAS**, 30% design is a key milestone design point for the federal funding process within the Federal Railroad Administration's Corridor ID program wherein federal funds; and

**WHEREAS**, CCJPA staff are prepared to complete all required allocation request tasks as required for \$13.7M in RM3 funding for the South Bay Connect project; now, therefore, be it

**RESOLVED** that CCJPA accepts the designation as implementing agency for the project; and be it further

**RESOLVED** that CCJPA accepts the delegation of responsibility for certifying the project and allocation requests comply with the requirements of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

**RESOLVED**, that CCJPA and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures; and be it further

**RESOLVED**, that CCJPA certifies that Project 8, Capitol Corridor, and the South Bay Connect project is consistent with the Regional Transportation Plan (RTP); and be it further

**RESOLVED**, that the Regional Measure 3 phase of work for South Bay Connect fully funds up to 30% design which is a key design milestone in the Federal Railroad Administration (FRA) Corridor ID project development process of which South Bay Connect is included, and from this basis future non-federal funding, such as State or RM3 funding, through future resolution actions can be applied to complete 100% of the design; and be it further

**RESOLVED**, that the year of funding for this "up-to 30% design process", CCJPA has taken into consideration the time necessary to obtain environmental clearance, especially being able to align with the National Environmental Policy Act (NEPA) compliance via the FRA's Corridor ID program; and be it further

**RESOLVED**, that CCJPA approves the allocation request and updated IPR, attached to this resolution; and be it further

**RESOLVED**, that CCJPA approves the RM3/MTC focused cash flow plan, attached to this resolution; and be it further

**RESOLVED**, that CCJPA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated IPR, attached to this resolution; and be it further

**RESOLVED**, that CCJPA is authorized to submit an allocation request for Regional Measure 3 funds for Project 8, Capitol Corridor, South Bay Connect in accordance with California Streets and Highways Code 30914.7(a); and be it further

**RESOLVED**, that CCJPA certifies that the projects and purposes for which RM3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if when relevant pursuant to the FRA Corridor ID process, the National Environmental Policy Act (NEPA), 42 USC Section 4- 1 et. seq. and the applicable regulations thereunder; and be it further

**RESOLVED**, that there is no legal impediment to CCJPA making allocation requests for Regional Measure 3 funds; and be it further

**RESOLVED**, On December 19, 2024, a Verified Petition for Writ of Mandate was filed alleging non-compliance with the California Environmental Quality Act, California Public Resources Code section 21000 et seq. as it relates to the Project. (Friends of Sobrante Park v. Capitol Corridor Joint Powers Authority et seq. (Alameda County Superior Court Case No. 24CV104055)). Pursuant to California Public Resources Code section 21168.9(b), any order resulting from such action "shall include only those mandates which are necessary to achieve compliance with this division and only those specific project activities in noncompliance with this division." Based on the limited scope of remedies available pursuant to section 21168.9, CCJPA Counsel finds that there is no pending or threatened litigation that might in any way adversely affect the Project, or the ability of CCJPA to carry out such Project; and be it further

**RESOLVED**, that CCJPA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

**RESOLVED**, that CCJPA indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of CCJPA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. CCJPA agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

**RESOLVED**, that CCJPA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

**RESOLVED**, that no assets using this request of RM3 funds involve a purchase with RM3 funds; and be it further

**RESOLVED**, that CCJPA shall post on both ends of the construction site(s) – when the project eventually gets to the construction phase - that at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

**RESOLVED**, that CCJPA authorizes its Executive Director or their designee to execute and submit an allocation request for the up-to 30% design phase with MTC for Regional Measure 3 Activity; and be it further

**RESOLVED**, that the Executive Director or their designee is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it further

**RESOLVED**, the CCJPA Board hereby approves the CCJPA staff to make an allocation request to MTC for \$13.7M in RM3 funds for the South Bay Connect PS&E phase pursuant to the assertions in this resolution,

**AND BE IT FURTHER RESOLVED**, that the CCJPA Board hereby authorizes the CCJPA Executive Director or their designee to execute the agreement and all necessary and appropriate actions related to this initiative.

# # #

<b>ACTION:</b>	<b>DATE:</b>	<b>ATTEST:</b>
<b>Ayes:</b>		
<b>Noes:</b>		<hr/> <b>April B. A. Quintanilla</b> <b>Secretary</b>
<b>Abstain:</b>		

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** April 11, 2025

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

**SUBJECT:** Authorize Amendments to the Standard Agreements for Funding Received from the State of California under the Interagency Transfer Agreement (ITA) through the Annual Business Plan Process

### PURPOSE

For the CCJPA Board to authorize the execution of Amendments to the Standard Agreements for funding received from the State of California under the Interagency Transfer Agreement (ITA) through the Annual Business Plan (ABP) process.

### BACKGROUND

Each year, in accordance with the Interagency Transfer Agreement between CCJPA and the State of California, CCJPA submits an Annual Business Plan (ABP) to the California State Transportation Agency (CalSTA) for the Capitol Corridor intercity passenger train service. The ABP presents an overview of the CCJPA's strategic plan and funding request for the next two fiscal years. The document outlines the service and capital improvements that have contributed to the Capitol Corridor's success, identifies necessary improvements to sustain its growth, and incorporates customer input as detailed in Chapter 263 of California State Law. Pursuant to ITA, the Secretary of CalSTA is required to allocate funds in the state budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30.

In November 2018, the CCJPA executed Standard Agreements, which provide contract authority to receive funding from the State for each of the three allocations provided through the ABP process - the main allocation (which includes Amtrak Operations, Information/ Customer Support Services, Marketing, Administration, and Management of On-Board Technology (Wi-Fi), the Capitalized Maintenance allocation, and Minor Capital allocation. In June of 2021, the CCJPA Board authorized amendments to the Standard Agreements described above to increase the funding and extend the agreements to support funding to CCJPA for an additional four years through September 30, 2025 (Resolution 21-18).

Today, CCJPA is seeking the CCJPA Board's approval to extend the amendments by an additional four years and increase the not-to-exceed amounts to align with the necessary Annual Business Plan funding allocations from CalSTA for the same time period. The amended amounts and terms are outlined in the table below.

**Proposed Amended Amounts and Terms for Standard Agreements for Funding Received Under ITA**

<b>Allocation</b>	<b>Amended Notto Exceed Amount</b>	<b>Amended Term</b>
Main	\$507.1 M	11/8/2019 -09/30/2029
Capitalized Maintenance	\$10.1M	11/8/2019 -09/30/2029
Minor Capital	\$5.0M	11/8/2019 -09/30/2029

\*Main allocation includes Amtrak Operations, Direct Operations Administration, Information/Customer Support Services, Marketing, Onboard Wi-Fi, California Integrated Travel Project, California Passenger Information Display System, and prior year allocations for Link21.

**RECOMMENDATION**

It is recommended that the CCJPA Board authorizes the CCJPA Executive Director or their designee to execute the three Amendments to the Standard Agreements to extend their term by four years to September 30, 2029, and increase the Main Allocation agreement to a not-to-exceed amount of \$507.1 million (which includes Amtrak Operations, Direct Operations, Information/Customer Support Services, Marketing, Administration, and Management of On-Board Technology (Wi-Fi), California Integrated Travel Project, California Information Display System, and Link21), the Capitalized Maintenance agreement to \$10.1 million, and the Minor Capital agreement to the amount of \$5 million.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of Authorizing Amendments to the Standard Agreements for Funding Received from the State of California under the Interagency Transfer Agreement (ITA) through the Annual Business Plan process/

Resolution No. 25-6

**WHEREAS**, in accordance with the Interagency Transfer Agreement between CCJPA and the State of California, each year CCJPA submits an Annual Business Plan (ABP) to the California State Transportation Agency (CalSTA) for the Capitol Corridor intercity passenger train service; and

**WHEREAS**, the ABP presents an overview of the CCJPA's strategic plan and funding request for the next two fiscal years, outlining the service and capital improvements that have contributed to the Capitol Corridor's success, identifies necessary improvements to sustain its growth, and incorporates customer input as detailed in Chapter 263 of California State Law; and

**WHEREAS**, pursuant to the ITA, the Secretary of CalSTA is required to allocate funds in the state budget to cover the CCJPA's annual budget for the period covering July 1 to the following June 30; and

**WHEREAS**, the CCJPA executed Standard Agreements in November 2018 which provide contract authority to receive funding from the State for a three-year term for each of the three allocations provided through the ABP process - the main allocation Capitalized Maintenance allocation, Minor Capital allocation; and

**WHEREAS**, In June 2021, the CCJPA Board authorized the CCJPA Board amendments to the Standard Agreements described above to increase the funding and extend the agreements to support funding to CCJPA for an additional four years through September 30, 2025 (Resolution 21-18); and

**WHEREAS**, the Standard Agreements are nearing the end of their contract terms and their contract authority need to be extended in order to receive funding under the ITA for the coming years; and therefore be it

**RESOLVED** that the CCJPA Board authorizes the CCJPA Executive Director or their designee to execute the three Amendments to the Standard Agreements to extend their term by four years to September 30, 2029, and to increase the amount for the Standard Agreement for CCJPA's main CalSTA allocation (which includes Amtrak Operations, Information/ Customer Support Services, Marketing, Administration, and Management of On-Board Technology (Wi-Fi), California Integrated Travel Project, California Passenger Information Display System, and Link21 to the not to exceed amount of \$507.1 million; to increase the Capitalized Maintenance Standard Agreement to in the amount of \$10.1 million, and to increase the Minor Capital Standard Agreement to \$5.0 million.

**AND BE IT FURTHER RESOLVED** that the CCJPA Board forthwith transmit a copy of this resolution to CalSTA and Caltrans.

# # #

<b>ACTION:</b>	<b>DATE:</b>	<b>ATTEST:</b>
<b>Ayes:</b>		<hr/> <b>April B. A. Quintanilla</b> <b>Secretary</b>
<b>Noes:</b>		
<b>Abstain:</b>		

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** April 11, 2025

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

**SUBJECT:** Adopt Draft FY 2025-26 – FY 2026-27 Annual Business Plan

**PURPOSE**

For the CCJPA Board to adopt the Draft CCJPA FY 2025-26 – FY 2026-27 Annual Business Plan Update, which will be submitted to the California State Transportation Agency.

**BACKGROUND**

The draft FY 2025-26 (FY 2026) – FY 2026-27 (FY 2027) Annual Business Plan (ABP) Update was released for public review in January, with public workshops for the ABP held in February of 2025. Comments received during the public review process have been incorporated as appropriate. At the April 16, 2025 CCJPA Board of Directors Meeting, CCJPA staff will present the draft FY 2026 and FY 2027 ABP and funding request to the CCJPA Board for approval. The draft ABP and summary of public comments received are included with this agenda item for your review. The Board-approved draft ABP will be finalized and submitted to the Secretary of the California State Transportation Agency (CalSTA) in April 2025.

Capitol Corridor Route	FY 2025-26	FY 2026-27
Sacramento – Oakland	30 weekday/22 weekend trains	30 weekday/22 weekend trains
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	2 daily trains (with plans for up to 20)	2 daily trains (with plans for up to 20)
Roseville – Auburn	2 daily trains	2 daily trains
Amtrak Operations + Train Equipment Maintenance Budget	\$43.6 million	\$44.9 million

In summary, this ABP anticipates Capitol Corridor train service plan at pre-COVID levels (30 weekday and 22 weekend trains) which, as of this writing, is anticipated to increase during the fourth quarter of FY 2025; provides a capital program that is consistent with the CCJPA *Vision Implementation Plan* (adopted November 2016), aligns with the *California State Rail Plan* (December 2017); and conforms with the guidelines for the new state funding opportunities via the enactment of SB 1 to support the CCJPA’s service expansion plans. The CCJPA ABP includes the following highlights:



- **Long-term service plan improvement activities** over the next two fiscal years will include the engineering design of the Sacramento to Roseville service expansion project and the environmental and design phase of the South Bay Connect (formerly Oakland to San Jose Phase 2A) project. CCJPA will also continue on the initial planning stages for Link21, a new Transbay rail crossing, as a part of the Corridor ID process.
- CCJPA will continue to work with Union Pacific Railroad to **maintain railroad right-of-way infrastructure** in prime condition to reduce delays and ensure excellent on-time performance [90%+] for Capitol Corridor trains.
- **Improvements to rolling stock include** improving onboard bike storage and transitioning to a new third-party maintainer, which will give CCJPA the ability to improve cleaning and maintenance standards.
- **Service amenity improvements** include continual Wi-Fi portal improvements in content and bandwidth; modernization of the Passenger Information Display System across State-supported intercity passenger rail services, with implementation ongoing through calendar year 2025; and the Tap2Ride Minimum Viable Project (MVP) phase for the California Integrated Ticketing Program (CalITP), which launched in March 2023.
- **Marketing strategies** for FY 2025-26 – FY 2026-27 focus on developing and implementing a comprehensive marketing plan to attract and grow ridership to pre-pandemic levels. Over the next two fiscal years, CCJPA will develop renewed partnerships with new destinations, create programs to enhance the overall customer experience, and seek out opportunities to grow ridership via micro-markets. Seasonal campaigns are planned to position Capitol Corridor as a distinct regional service brand, and CCJPA will continue to coordinate with local partners and Amtrak on promotions, outreach, and shared marketing collateral efforts.

### **Funding Request**

As presented in the following table and detailed in Table 9-1 of the ABP, compared to the budget approved for the current period FY 2025, the total proposed combined budgets requested by CCJPA FY 2026 for operating, marketing, and administrative expenses are expected to increase overall by three percent and includes:

- A net decrease of four percent in the Amtrak operating contract due to the transition of train equipment maintenance to a new provider with contract held by San Joaquins Joint Powers Authority (SJJPA). Funding for train equipment maintenance will be requested by SJJPA on behalf of CCJPA.
- A restructuring of budget categories shifts Tap2Ride expenses from the CalITP budget to the Direct Operations budget, resulting in a significant increase to Direct Operations.
- An increase of six percent in the Administrative budget is primarily due to increases due to labor, Administrative Services Agreement overhead expenses, and insurance.
- An increase of four percent to the Information Customer Support Services budget and an increase of two percent to the Marketing budget due to inflationary increases.

The Amtrak Operating budgets for FY 2025-26 – FY 2026-27 were developed using historical operating costs and service data/metrics and are estimated to align with the newly implemented Passenger Rail Investment and Improvement Act (PRIIA) Section 209 policy and costing methodology. The State’s Cost Optimization Strategic Initiative (COSI) model to project the estimated operations subsidy need for each California intercity rail corridor based on various service levels and revenue assumptions, which has recently been updated to include changes due to the new cost methodology for COSI 2.0, was used to estimate the operations funding needed for the FY 2025-26 Amtrak Operations funding request along with the incorporation of other planned operating assumptions. Amtrak is expected to provide its estimates (operating expenses, ridership, and revenues) for FY 2025-26 later in the calendar year, at which time, staff will update the funding request in the final ABP that is submitted to CalSTA in June 2025. CCJPA has limited direct control over Amtrak operating costs and must follow the newly revised costing methodology that establishes the cost structure for Amtrak-provided services.

The operating budget update and any other budget estimate revisions will be included in Section 9 of the CCJPA FY 2025-26 – FY 2026-27 ABP submitted to CalSTA. As well, operating budget changes will be included in the FY 2026 CCJPA/Amtrak operating contract (effective October 1, 2025), which is currently expected to be presented to the CCJPA Board for adoption at its September 17, 2025 meeting.

<b>Capitol Corridor Service</b>	<b>AUTHORIZED</b>	<b>PROPOSED</b>	<b>PROPOSED</b>
	<b>FY 2024-25 Budget <i>Reduced Service</i></b>	<b>FY 2025-26 Budget <i>Pre-Pandemic Service</i></b>	<b>FY 2026-27 Budget <i>Pre-pandemic</i></b>
<b>TRAIN SERVICE BY ROUTE</b>			
Sacramento-Oakland			
Weekday	24 Current / 30 Planned	30	30
Weekend	22	22	22
Oakland-San Jose			
Weekday	12	14	14
Weekend	14	14	14
Sacramento-Roseville	2	2	2
Roseville-Auburn	2	2	2
<b>RIDERSHIP</b>	1,196,448	1,190,851	1,286,119
<b>FUNDING REQUEST</b>			
<b>Operating</b>			
Amtrak Operating Expenses	\$ 55,044,968	\$ 57,803,484	\$ 59,391,638
Amtrak Operating Revenue	\$ (26,819,910)	\$ (30,631,001)	\$ (31,616,258)
<sup>1</sup> Operating Subsidy - Amtrak (Expenses less revenue)	\$ 28,225,058	\$ 27,172,482	\$ 27,775,381
<sup>2</sup> Train Equipment Maintenance	\$ 12,646,693	\$ 16,443,955	\$ 17,101,713
<sup>3</sup> Direct Operations	\$ 831,258	\$ 2,795,850	\$ 2,547,068
Information Customer Support Services	\$ 1,526,068	\$ 1,587,111	\$ 1,650,595
<b>CCJPA Administrative Management</b>			
Administration	\$ 4,260,201	\$ 4,515,813	\$ 4,696,446
Marketing	\$ 1,683,970	\$ 1,717,649	\$ 1,717,649
<sup>4</sup> <b>TOTAL CCJPA Admin &amp; Operating Allocation</b>	<b>\$ 36,526,555</b>	<b>\$ 37,788,905</b>	<b>\$ 38,387,139</b>
<b>CCJPA SUPPLEMENTAL ALLOCATION</b>			
Minor Capital	\$ 500,000	\$ 500,000	\$ 500,000
Capitalized Maintenance	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
<b>TOTAL CCJPA Supplemental Allocation</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>
<sup>5</sup> <b>CA INTERCITY PASSENGER RAIL (IPR) SUPPORT</b>			
Northern California Onboard Wi-Fi	\$ 3,074,776	\$ 5,013,728	\$ 4,450,319
<sup>6</sup> California Integrated Travel Program (CalITP)	\$ 7,000,000	\$ 7,196,285	\$ 5,784,991
Passenger Information Display System Support	\$ 2,031,945	\$ 1,839,779	\$ 1,432,354
<b>TOTAL CA IPR Supplemental Allocation</b>	<b>\$ 12,106,721</b>	<b>\$ 14,049,792</b>	<b>\$ 11,667,665</b>
<sup>4</sup> <b>Total Funding Request</b>	<b>\$ 50,133,276</b>	<b>\$ 53,338,697</b>	<b>\$ 51,554,803</b>

**Table 9-1 Footnotes**

<sup>1</sup>The FY 2024-25 Amtrak Operations forecast assumes restoration of train service levels to pre-pandemic levels of 30 weekday/22 weekend in March of 2025, and the FY 2025-26 and FY 2026-27 forecasts assume full train service levels for the full year. Forecasts for Amtrak Operations are based on the Cost Optimization Strategic Initiative (COSI) model outputs developed by California Department of Transportation (Caltrans) Division of Rail and Mass Transit (DRMT) along with the California Intercity Passenger Rail Joint Powers Authorities, including CCJPA. Amtrak estimates commencing in FY 2024-25 do not include train equipment maintenance which will be provided by a new maintainer.

<sup>2</sup>The new equipment maintenance contract for the Northern California Fleet has been procured by San Joaquin Joint Powers Authority (SJJPA) who will manage the contract and request funding in its Annual Business Plan process.

<sup>3</sup>Direct Operations captures operating expenses that were formerly included in the Amtrak Operating contract, as well as other direct operating expenses, such as bus partnerships, station contracts, transit transfers, rail safety, and system monitoring. The FY2025-26 and FY2026-27 Direct Operations funding request includes Tap2Ride expenses, which were formerly funded under the CA Intercity Passenger Rail Supplemental allocation for CalITP.

<sup>4</sup>Total Funding Requests do not include the Train Equipment Maintenance budget which is being requested on behalf of CCJPA by SJJPA.

<sup>5</sup>CA Intercity Passenger Rail (IPR) Support Supplemental Allocation is funding to support CCJPA-led projects that benefit the three California IPRs including the Capitol Corridor, the San Joaquins, and the Pacific Surfliner.

<sup>6</sup> FY 2024-25 request for California Integrated Travel Program includes funding for Tap2Ride, Capitol Corridor's implementation of contactless payments on CC trains, and is reorganized for FY2025-26 & FY2026-27 to be included under Direct Operations.

**RECOMMENDATION**

It is recommended that the CCJPA Board approves the draft CCJPA 2025-26 – FY 2026-27 ABP and funding request for submittal to the Secretary of CalSTA in April 2025, and also approves the submittal of the final Annual Business Plan to the Secretary of CalSTA in June 2025 with updated operating forecasts within ten percent of the original funding request included in the draft ABP. Approval of the Annual Business Plan Update requires an affirmative vote of at least two-thirds (11) of the appointed members.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter of  
Approving the Draft FY 2025-26 – FY 2026-27 Annual Business Plan  
for the Capitol Corridor Joint Powers Authority/

Resolution No. 25-7

**WHEREAS**, the CCJPA staff have prepared a Draft 2025-26 – FY 2026-27 Annual Business Plan (ABP) Update, held a series of public workshops to solicit input in February of 2025, and received public comments, which were incorporated into the draft document as appropriate; and

**WHEREAS**, CCJPA staff has, in the draft ABP, included updated service plans and operating cost estimates, including train service at pre-COVID-19 pandemic levels for the full FY 2026 and FY 2027, which is 30 weekday trains and 22 weekend trains; and

**WHEREAS**, the ABP and outlines a capital funding strategy to advance the Capitol Corridor Joint Powers Authority’s (CCJPA) Capital Improvement Program (CIP) that incorporates relevant elements of the California State Rail Plan (December 2017), and conforms with the guidelines for the new state funding opportunities via the enactment of SB 1 to support the CCJPA’s service expansion plans; and

**WHEREAS**, for the draft Annual Business Plan, CCJPA is requesting funding to support Administration, Operations, and Marketing to operate the Capitol Corridor service in the amount of \$37.8 million for FY 2026; \$1.5 million for Minor Capital and Capitalized Maintenance; and supplemental allocations to support the California Intercity Passenger Rail services in the amount of \$14.0 million for the California Integrated Travel Project (Cal-ITP), Northern California Wi-Fi, and the California Passenger Display System (CalPIDS) as detailed in Table 9-1 of the draft FY 2026 and FY 2027 ABP; and

**WHEREAS**, CCJPA expects to receive Amtrak’s operating forecast later in calendar the year 2025 and will update the funding request in the FY 2025-26 – FY 2026-27 Annual Business Plan Update to reflect updated forecasts for funding needed to operate the Capitol Corridor Service in the final version that will be submitted to the California State Transportation Agency (CalSTA) in June 2025; and

**WHEREAS**, CCJPA staff will continue working with the California State Transportation Agency, California Department of Transportation (Caltrans), the other California Intercity Passenger rail partners, and Amtrak to monitor ridership demand and pursue cost-saving strategies and additional funding opportunities to support the service; and therefore be it; and

**RESOLVED** that the CCJPA Board does hereby approve and adopt the draft FY 2025-26 – FY 2026-27 Annual Business Plan Update and funding request for the Capitol Corridor Service for submittal to the Secretary of CalSTA in April 2025.

**AND BE IT FURTHER RESOLVED**, that the CCJPA Board approves the submittal of the final Annual Business Plan to the Secretary of CalSTA in June 2025 with updated operating forecasts within ten percent of the original funding request.

**AND BE IT FURTHER RESOLVED**, that the CCJPA forthwith transmit a copy of this resolution to CalSTA and Caltrans.

# # #

<b>ACTION:</b>	<b>DATE:</b>	<b>ATTEST:</b>
<b>Ayes:</b>		<hr/> <b>April B. A. Quintanilla</b> <b>Secretary</b>
<b>Noes:</b>		
<b>Abstain:</b>		

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

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## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** April 11, 2025  
**FROM:** Robert Padgette  
          Managing Director, CCJPA  
**SUBJECT:** Authorize FY 2024-25 CCJPA/Amtrak Operating Agreement

### **PURPOSE**

For the CCJPA Board to authorize the execution of the CCJPA/Amtrak FY 2024-25 (FY 2025) Operating Agreement for Amtrak’s operation of the Capitol Corridor Service (intercity train and feeder bus).

### **BACKGROUND**

Pursuant to the transfer and funding agreements with the State, CCJPA’s Annual Business Plan (ABP) identifies the annual funding request for the level of Capitol Corridor intercity passenger rail and feeder bus (IPR) service proposed for the federal fiscal year (FFY) to align with Amtrak’s federal appropriation. The CCJPA Board-approved FY 2025 ABP submitted to the California State Transportation Agency (CalSTA) assumes a gradual return to pre-pandemic service levels and ridership in FY 2025 (Resolution 24-12).

### **FY 2025 Amtrak Operating Agreement**

Due to funding resources and equipment availability concerns, the FY 2025 Amtrak Operating agreement presented for authorization supports a return to full service as early as March of 2025, however it is expected that the transition will begin in the Summer of 2025. The agreement not-to-exceed amount is based on the State’s Cost Optimization Strategic Initiative (COSI) model forecast of costs in the amount of \$55.0 million less projected revenue in the amount of \$26.8 million, for a total Amtrak Operating budget of \$28.2 million.

As directed by the 2021 Infrastructure Investment and Jobs Act (IIJA) legislation, which initiated historic investments in passenger rail service, the State-Amtrak Intercity Passenger Rail Committee (SAIPRC) was directed to review and revise the Passenger Rail Investment and Improvement Act (PRIIA) Section 209, which included redefining the system for calculating the operating and capital expenses States pay. The goal of the costing methodology revision was to ensure that States and Amtrak have higher levels of control, appropriate incentives to manage costs and revenue, greater predictability, and reduced administrative burdens. Amtrak Operating costs for FY 2025 were developed using the revised cost allocation methodology.

Terms of the proposed FY 2025 Operating Agreement include:

- FY 2025 operating costs developed using the newly revised cost allocation methodology, which establishes rates for each of the major operating categories, and actual pass-through costs for third-party expenses such as fuel, host railroad, and connecting motorcoach;
- Maintains the modified UPRR railroad performance payment program of higher incentives for improved dispatching of Capitol Corridor trains.
- The right by the CCJPA to audit and inspect any aspect of the contract;
- Extra work and compensation are negotiated on a project-by-project basis between the parties; and
- Performance criteria and incentives for Amtrak's performance with assessments for non-performance.
- Includes the transfer of maintenance activities related to the legacy equipment used for CCJPA service and the transition from Amtrak Mechanical to TASI which were incorporated in the FY24 Operating Agreement Amendment for the Mechanical Transition.

### **FY 2025 Amtrak Operating Funding**

The FY 2025 Amtrak Operating agreement in the amount of \$28.22 million will be funded by the FY 2025 Amtrak Operating funding allocated by CalSTA in the FY 2025 ABP approval letter dated August 22, 2025. This funding was authorized by the CCJPA Board to support FY 2025 Amtrak Operations at the September 2024 meeting (Resolution 24-23).

### **RECOMMENDATION**

It is recommended that the CCJPA Board authorizes the execution of the FY 2025 CCJPA/Amtrak Operating Agreement for the months of October 2024 - September 2025 with a contract amount not-to-exceed \$28.22 million, contingent upon approval as to form by CCJPA legal counsel; and authorize the CCJPA Executive Director or their designee to execute all necessary and appropriate actions and agreements for the implementation of the Program.

Motion: The CCJPA Board adopts the attached resolution.

BEFORE THE  
CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
BOARD OF DIRECTORS

In the Matter Approving the Agreement for the Provision of Rail Passenger Service ("FY 2024-25 Operating Agreement") Between the National Railroad Passenger Corporation and the Capitol Corridor Joint Powers Authority/

Resolution No. 25-8

**WHEREAS**, as of October 1, 2023, the National Railroad Passenger Corporation ("Amtrak") and Capitol Corridor Joint Powers Authority ("CCJPA") entered into an Agreement for the Provision of Rail Passenger Service, the FY 2024 Operating Agreement; and

**WHEREAS**, the FY 2024 Operating Agreement provided for the provision by Amtrak of intercity passenger rail ("IPR") service on the Capitol Corridor route and connecting bus service under CCJPA's direction upon the terms and for the budget set forth therein; and

**WHEREAS**, the effective date of the FY 2025 Operating Agreement (superseding the FY 2024 Operating Agreement) will be October 1, 2024, the date of agreement in principle between the parties to all the terms and conditions of the FY 2025 Operating Agreement, subject to appropriate legal review and execution by the parties; therefore be it

**RESOLVED**, pursuant to the receipt of the FY 2025 Annual Business Plan approval letter dated August 22, 2024 from the Secretary of the California State Transportation Agency and authorized by the CCJPA Board under Resolution 24-23, which provides funding for Amtrak Operations, the CCJPA Board does hereby authorize execution of the FY 2024 Operating Agreement with a budget not-to-exceed \$28.22 million to support the planned operations of the Capitol Corridor service for FY 2025 by the CCJPA Executive Director or their designee, on behalf of the CCJPA.

**AND BE IT FURTHER RESOLVED**, that subject to appropriate legal review and execution by the parties, the said FY 2025 Operating Agreement shall be effective as of October 1, 2024.

**AND BE IT FURTHER RESOLVED**, that the FY 2025 Operating Agreement shall, when executed, supersede and replace in its entirety the FY 2024 Amtrak Operating Agreement.

**AND BE IT FURTHER RESOLVED**, that the CCJPA Board forthwith transmit a copy of this resolution to the California State Transportation Agency, and California Department of Transportation Division of Rail and Mass Transportation.

# # #

ACTION:	DATE:	ATTEST:
Ayes:		<hr style="width: 100%;"/> <b>April B. A. Quintanilla</b> Secretary
Noes:		
Abstain:		



# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** April 11, 2025

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

**SUBJECT:** CCJPA Capital Project Portfolio

### PURPOSE

CCJPA Capital Projects Portfolio - To provide the CCJPA Board of Directors with an update on CCJPA capital project portfolio and funding.

Table A – CCJPA Capital Projects, Timeline, and Funding

CCJPA CAPITAL PROJECTS April 2025					
Project Name	Project Description	Projected Completion	CCJPA Secured Funds	Partner Contribution	Total Project Cost
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, which will improve operational efficiency and service reliability and facilitate intermodal connections to the SF Peninsula.	Environmental: Nov-24 Design: June-30 Construction: Dec-34*	\$ 173,820,000	N/A	\$ 990,400,000
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.	Environmental: Apr-25 Design: Jun-26 Construction: Dec-29	\$ 213,990,000	N/A	\$ 228,990,000
SR84 Intermodal Bus Facility	New intermodal bus facility on SR 84 adjacent to the proposed Ardenwood Station (South Bay Connect), improves operational efficiency for transbay buses and shuttles.	Design: Jul-29 Construction: Feb-32	\$ 9,280,000	N/A	\$ 140,080,000
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 Construction: Dec-25	\$ 8,266,838	\$ 3,250,000	\$ 15,815,577
Agnew Siding	Design and construct 2,000' siding in the vicinity of the Santa Clara Great America Station.	Design: Mar-25 Construction: Sept-26	\$ 8,816,552	N/A	\$ 11,647,620
Steger Signal Improvements	Improvements to the railroad signal system in the vicinity of Richmond station which will result in improved reliability and better on-time performance.	Jun-24	\$ 5,570,000	\$ 920,000	\$ 7,590,000
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: Mar-25 Construction: Sept-26	\$ 5,350,000	N/A	\$ 5,350,000
Right-Of-Way Safety Improvement Program	Includes installation of security fencing at three identified priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City. (Recently awarded CRISI funding)	Project Pending Grant Acceptance Process	\$ 20,000,000	N/A	\$ 25,162,400
<b>CAPITAL PROJECT TOTAL</b>			<b>\$ 445,093,390</b>	<b>\$ 4,170,000</b>	<b>\$ 1,425,035,597</b>

Table B – CCJPA Reoccurring/Annual Projects

CCJPA ONGOING PROJECTS April 2025				
Project Name	Project Description	Projected Completion	Secured Funds	Total Project Cost
Right-Of-Way (ROW) Safety/Security - Clean-Up	UPRR ROW clean-up including vegetation removal, clean-up and encampment relocation (Annual State Rail Assistance funding)	Ongoing	\$ 1,014,393	\$ 1,014,393
Capitalized Maintenance	Track maintenance for State of Good Repair Program to maximize on-time performance (Annual Business Plan funding)	Ongoing	\$ 1,000,000	\$ 1,000,000
Tap2Ride	Pilot program for contactless fare collection onboard the Capitol Corridor trains. (Annual Business Plan funding)	Ongoing	\$ 1,000,000	\$ 1,000,000
UPRR Special Agents	Special Agents will be responsible for responding to incidents and providing improved safety and security services. (Annual State Rail Assistance funding)	Ongoing	\$ 500,000	\$ 500,000
<b>ONGOING PROJECT TOTAL</b>			<b>\$ 3,514,393</b>	<b>\$ 3,514,393</b>

Table C - CCJPA-Led Projects that Support the California Intercity Passenger Rail Services

CCJPA-Led Projects Supporting the California Intercity Rail Services April 2025				
Project Name	Project Description	Projected Completion	Secured Funds	Total Project Cost
On-Board Wi-Fi for Northern California Fleet	Upgrade, provide, and manage On-Board Wi-Fi for the Northern California Fleet	Ongoing	\$ 3,074,776	\$ 3,074,776
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	June-25	\$ 49,483,500	\$ 49,483,500
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, San Joaquins, ACE, and NCTD.	Construction: Sep-26 Operations: Ongoing	\$ 6,445,748	\$ 11,201,051
California Passenger Information Display System (CalPIDS) Legacy	Support operations and maintenance of legacy CA-PIDS for CCJPA, SJPA, and LOSSAN. Annual funding allocations by State.	September-25	\$ 2,031,945	\$ 2,031,945
Sacramento Valley Station (SVS) Transit Center	Pass through grant to the City of Sacramento for improvements at the SVS	Jun-26	\$ 3,194,000	\$ 3,194,000
Link21 (New Transbay Rail Crossing)	Planning and implementation strategies for a new Transbay Rail Crossing (TIRCP funding; formerly funded by Annual Business Plan funding)	Ongoing	\$ 11,276,000	\$ 11,276,000
<b>CCJPA-LED INTERCITY PASSENGER RAIL SUPPORT PROJECT TOTAL</b>			<b>\$ 75,505,969</b>	<b>\$ 80,261,272</b>

Table D – State Rail Assistance Projects and Funding

CCIPA STATE RAIL ASSISTANCE (SRA) FUNDING UPDATE April 2025					
Project Name	Approved SRA Funded Projects				Funding Status
	SRA Cycle 1	SRA Cycle 2	Competitive SRA	TOTAL	
Agnew Siding	\$ -	\$ -	\$ 1,441,969	\$ 1,441,969	Additional Competitive Funding Request being considered
CalPIDS Modernization	\$ 2,860,195	\$ 2,489,053	\$ -	\$ 5,349,248	
Davis Crossovers and Signal Replacement	\$ -	\$ 1,747,695	\$ -	\$ 1,747,695	Continuation of UPRR Signal Replacement Project
Grade Separation and Safety Improvement	\$ -	\$ 1,650,000	\$ -	\$ 1,650,000	
Infrastructure Reliability Improvements	\$ -	\$ 4,200,000	\$ -	\$ 4,200,000	
Sacramento to Roseville Third Track	\$ -	\$ -	\$ -	\$ -	Cycle 2 budgeted (\$1 M)
South Bay Connect	\$ -	\$ -	\$ -	\$ -	Cycle 2 budgeted (\$2.08 M)
Station Improvements	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	
Stege Crossover and Signal Upgrade	\$ -	\$ 3,224,000	\$ -	\$ 3,224,000	Continuation of UPRR Signal Replacement Project
Strategic Operations Enhancements	\$ -	\$ 666,666	\$ -	\$ 666,666	
UPRR Right-of-Way Safety and Security	\$ 4,721,500	\$ 4,200,000	\$ -	\$ 8,921,500	
UPRR Signal Replacement/Upgrade	\$ 5,518,305	\$ -	\$ -	\$ 5,518,305	Davis and Stege projects continue this project's work
UPRR Special Agents	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000	
<b>Total</b>	<b>\$ 13,100,000</b>	<b>\$ 22,177,414</b>	<b>\$ 1,441,969</b>	<b>\$ 36,719,383</b>	

# CAPITOL CORRIDOR JOINT POWERS AUTHORITY

## MEMORANDUM

**TO:** Capitol Corridor Joint Powers Authority Board      **DATE:** April 11, 2025  
**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

#### **Governor Newsom Announces Proposed FY 2025-26 Budget**

On January 10, Governor Newsom released his proposed [Fiscal Year \(FY\) 2025-26 budget](#), projecting a balanced \$322.3 billion budget. The proposed FY 2025-26 budget maintains the \$5.1 billion investment in flexible capital and operations funding (commonly referred to as "SB 125 program" funding), appropriating the remaining public transit funding to the formula-based Transit Intercity Rail and Capital Program (TIRCP), and approving \$690 in appropriations to the Zero-Emission Transit Capital Program (ZETCP) in FY 2026-27 and FY 2027-28. If approved, the proposed FY 2025-26 budget would advance the \$1 billion in TIRCP funding identified for this year, bringing the total level of funding appropriated toward the transit funding agreement to \$4.41 billion (out of the total \$5.1 billion).

*Source: Executive Director's Report for January 10, 2025, California Transit Association*

### Federal Legislation and Funding

#### **FFY 2024-25 Federal Budget Continuing Resolution (CR)**

On March 15, President Trump signed into law [H.R. 1968, the "Full-Year Continuing Appropriations and Extension Act of 2025,"](#) to avoid a shutdown and fund the government for the remainder of the fiscal year.

As reported by the American Public Transportation Association, the full-year Continuing Resolution (CR) funds government programs, including programs of the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act, through September 30 at the same levels as Fiscal Year (FY) 2024.

The CR, together with the Infrastructure Investment and Jobs Act (IIJA) advance appropriations, provide \$20.9 billion for public transit and \$16.2 billion for passenger rail in FY 2025. Under the bill, total public transit investment increases by less than one percent and total passenger rail funding decreases by less than one percent. The bill eliminates all funding that was designated for earmarks in the FY 2024 THUD Appropriations Act.

*Source: Executive Director's Report for March 17, 2025, California Transit Association*

### **USDOT Issues Review Procedures for Competitive Grants**

On March 11, the United States Department of Transportation issued grant guidance to all modal agencies, including the Federal Transit Administration and Federal Railroad Administration, to conduct a review of all competitive grant programs and awards, including a project-by-project review in certain circumstances.

The focus of this review is to identify project scope and activities that are allocating funding to advance climate, equity, and other priorities counter to the Trump Administration's Executive Orders.

The guidance applies to competitive award selections made after January 20, 2021 (FY 2022 - FY 2025) without grant agreements or partially obligated grant agreements. It does not apply to projects with executed grant agreements that are fully obligated.

*Source: Executive Director's Report for March 17, 2025, California Transit Association*



**Date:** April 11, 2025  
**From:** Robert Padgette, Managing Director  
**To:** CCJPA Board of Directors  
**Subject:** Managing Director's Report – April 2025

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** - Our new advertising agency is developing creative for current programs including the Short-Distance Fares, Pets On Board, and the upcoming Schedule Change. We are reviewing proposals for a Capitol Corridor Website Redesign. A comprehensive outreach program to gather customer feedback on future schedules is slated to launch in May. We will celebrate Bike Month via partnerships with Bike East Bay and Sacramento Area Bicycle Advocates (SABA) and gather input from riders who use bikes and scooters to connect with Capitol Corridor.
- 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 able to complete the subsurface utility investigation. This is being used to finalize 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 has increased their contribution to the construction of this project. When complete, this project will 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 with design concepts presented to the City of Davis. Capitol Corridor staff will continue to coordinate the interests of the stakeholders to ensure a successful project. 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 to meet and pass trains near the Santa Clara Great America station. This new siding will significantly reduce delays, which sometimes happen 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. At the completion of the design and after the utility relocations are complete, the UPRR will construct the siding.
  
- d. **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 abatement of shelters, trees, weeds, and illegal dumping. The program also installs and repairs security fencing, 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. One agent has been patrolling the Capitol Corridor route for about a year and the second agent has been hired and is completing their onboarding. 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 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 are working to execute agreements with UPRR, complete environmental clearances, and secure matching state dollars which are all necessary to get the federal grant obligated.
  
- e. **Link21 Program** - The Link21 team presented on the transbay crossing milestone (BART-gauge or standard-gauge tracks) to the CCJPA and BART Boards in November 2024. The milestone is aligned with the vision outlined in the final State Rail Plan, which was released in December 2024. The team is preparing to return to both CCJPA and BART Boards for action, date to be determined. As a reminder, Link21 is included in the federal Corridor ID program under Capitol Corridor, which qualifies Link21 for federal funding dedicated to improving intercity passenger rail.

- f. **South Bay Connect** - CCJPA's South Bay Connect CEQA Final EIR was approved by the CCJPA Board in November 2024. 10% preliminary designs have been submitted to UPRR and Project team is preparing responses to UPRR comments/questions. There is also a pending lawsuit regarding the SBC fEIR at present. At this time, it seems that the first federal funding for this project will arrive via the Corridor ID project, and via the Near-Term Service Development Plan (NTSDP) process. Once approved as part of the NTSPD then this project and others in the NTSDP will be eligible to move to Step 3 of Corridor ID where that will trigger the all important National Environmental Policy Act (NEPA) process. A parallel funded effort to SBC but functionally separate is the Ardenwood SR-84 Intermodal Bus Facility. This is in Project Approval & Environmental Documentation (PA&ED) phase in coordination with Caltrans District 4, during which the facility design will be refined, and further public outreach conducted with key stakeholders and the general public, along with necessary environmental analyses conducted for CEQA and NEPA. Staff is exploring changes in the project scope that would reduce the expectations of the required cost of construction. Any such change would require support and approval from UPRR.
  
- g. **CalPIDS Modernization** - New California Passenger Information Display System (CalPIDS) equipment cabinets have been installed at majority of Capitol Corridor stations, with three (3) pending permits or additional approvals at Fremont and 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 July 2025. CalPIDS software is undergoing testing and validation. The next steps before system turn-up and final testing are power connection to new cabinets, AT&T equipment installs, and CalPIDS equipment installs. System turn-up and final testing is expected in Fall/Winter 2025.

## **RECOMMENDATION**

For information only.



# Supplemental Materials

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Capitol Corridor Joint Powers Authority  
Board of Directors Meeting



April 16, 2025



**Gavin Newsom**  
Governor

400 Capitol Mall, Suite 2340  
Sacramento, CA 95814  
916-323-5400  
[www.calsta.ca.gov](http://www.calsta.ca.gov)

**Toks Omishakin**  
Secretary

February 28, 2025

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

Dear Mr. Houdesheldt:

The California State Transportation Agency (CalSTA) is in receipt of the Capitol Corridor Joint Powers Authority (CCJPA) Business Plan for Fiscal Year (FY) 2024-25 and FY 2025-26.

Initial allocation letters were sent to CCJPA, which included approval for the allocation of some of CCJPA's requested funding. Following a thorough review of the Business Plan and the Budget Plan from the Governor of California, this letter is to inform you that additional funding approvals have been granted for the requested projects.

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

CalSTA supports CCJPA achieving the goals articulated in the Annual Business Plan (ABP) of restoring pre-COVID service levels along the Corridor.

CalSTA will regularly coordinate with Caltrans, CCJPA and the other California Intercity Passenger Rail (CIPR) program corridors throughout the year to monitor and analyze ridership and financial performance. Importantly, any increases in service are dependent on funding, staff availability, fleet availability (including the deployment of the new Venture Rail Cars on the San Joaquins Corridor and the subsequent release of bi-level equipment for use across the CIPR network), and maintenance efficiencies being achieved. Given the timing of fleet transitions necessary to fully restore service to pre-pandemic levels, with sufficient cars available for higher ridership trains, our statewide service expansion approvals are timed for implementation beginning in March 2025.

A detailed explanation of the State's approval of the funding request in the FY 2024-25 ABP follows:

### **1. Structural Deficit and Service Levels**

- a. Beginning in FY 2024-25, a Budget Change Proposal was approved to increase funding for the next three State fiscal years. CalSTA supports the JPA's goal to restore service to FY 2018-19 levels. As equipment is available to restore service to 'pre-pandemic' levels, the necessary funding can be made available.
- b. Mid-term (3 to 5 year) plans should begin to be identified to align service levels with projected costs and revenue and prepare for any expansion of service tied to completed capital projects. This planning will be a collaborative effort across the intercity rail JPAs, Caltrans and CalSTA, with the goal of identifying a financially sustainable future that includes growth in service and ridership at a level of funding that can be afforded by state resources available to the CIPR program.

### **2. Methodology for Distribution of Available CIPR funds**

While CCJPA originally proposed to return to full service during the first quarter of FFY 2024-25, the operations funding approved in this business plan approval letter provides funding for such an increase in March 2025 instead. Should additional equipment become available that would allow additional cars to be made available to the existing frequencies, such cars will be authorized for use in the service at existing service levels until the service increases occur in March 2025.

### **3. Cost Reduction Measures**

Despite the additional funding available via the approved FY 2024-25 budget, each JPA should continue to seek out and implement cost saving strategies to help CIPR continue through and beyond the upcoming fiscal years. Although each JPA provides a unique service, some cost saving categories include, but are not limited to:

- Checked baggage service
- Café car and vending service
- Business class
- Station staff (or associated costs)
- Connecting bus service

#### 4. Funding Requests

##### a. Administrative Expenses

1. The CCJPA requests \$4,260,201 in administrative expenses for FY 2024- 2025 (Page 29, Table 9-1). This request includes a 4 percent labor increase over FY 2023-2024.
  - a) In a previous letter, CCJPA was allocated an upfront \$1,040,050. This letter provided an amount to get to the 9 months allocation of \$3,170,150.
  - b) In this letter, an additional \$1,090,051 in funding is approved, totaling up to \$4,260,201.**

However, CalSTA requests that CCJPA continue to explore opportunities to charge appropriate work to capital project grants during FY 2024-2025. In preparing the FY 2025-2026 business plan submittal, CCJPA shall consider how to fund staffing through project budgets where achievable.

The ABP forecast of \$4,326,609 for administrative funding in FY 2025- 2026 is noted and will be analyzed in the context of the State budget capacity for FY 2025-2026.

2. Any approved FY 2024-2025 Administrative funds that remain undistributed as of June 30, 2025, shall be applied against any FY 2025-2026 Administrative approved funds reducing any FY 2025-2026 administrative allocation accordingly.
3. The CCJPA requests \$1,500,000 to continue to include the support of the full-time staff positions and supporting resources for FY 2024-2025 and requests the same each year over the next four years to advance the planning studies and outreach efforts related to the joint study with BART for Link21 (New Transbay Rail Crossing) in support of the vision developed in the 2018 State Rail Plan (Page 20).

This request was originally held for further discussion related to funding from grant funds available to the effort. As of February 2025, there is approximately \$530k remaining for this effort from previous allocations. Therefore, no additional funding is needed for FY 2024-25. We expect future efforts related to the Transbay Crossing to utilize Transit and Intercity Rail Capital Program grant funding available for such purposes, in conjunction with the Corridor Identification and Development Program project that is ongoing in the corridor.

4. By January 31, 2025, Caltrans will provide guidance on an administrative expense escalation rate for FY 2025-2026 to be considered as a target for the next ABP. It is possible the escalation rate

will be limited and lower than proposed for FY 2024-2025.

**b. Marketing Expenses**

1. The CCJPA requests \$1,683,970 for their FY 2024-2025 marketing expenses (Page 29, Table 9-1). \$841,984 is approved in this letter for FY 2024-2025 marketing expenses. Any undistributed marketing funds at the end of FY 2024-2025 will expire in FY 2026-2027.
2. Up to \$1,262,977 was approved in the initial allocation letters for FY 2024-25 Marketing Expenses. **In this letter, an additional \$420,993 in funding is approved, totaling up to \$1,683,970.**

All invoices related to marketing must be submitted by May 1<sup>st</sup> of the expiring FY.

The ABP forecast of \$1,683,970 for marketing expenditures in FY 2025- 2026 is noted and will be analyzed in the context of the State budget capacity for FY 2025-2026.

**c. Information/Customer Support Services**

1. CCJPA requests \$1,526,068 for FY 2024-2025 funding for Information/ Customer Support Services. This includes an increase in CCJPA/BART Call Center labor and non-labor costs and represents a 4 percent increase over the FY 2024-2025 allocation \$763,034 is approved in this letter for FY 2024-2025.
2. Up to \$1,144,551 was approved in the initial allocation letters for FY 2024-25 Customer Support Services. **In this letter, an additional \$381,517 in funding is approved, totaling up to \$1,526,068.**

The ABP forecast of \$1,587,111 for Information/Customer Services expenditures in FY 2025-2026 is noted and will be analyzed in the context of the State budget capacity for FY 2025-2026.

3. Any approved FY 2024-2025 Customer Support Services funds that remain undistributed as of June 30, 2025, shall be applied against any 2025-26 Customer Support Services approved funds reducing any FY 2025-2026 Customer Support Services allocation accordingly.

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

1. CCJPA requests \$2,031,945 for FY 2024-2025 support and operation expenses funding for managing the service contract for PIDS for the three CIPR corridors which represents a 69 percent increase over the FY 2023-

2024 allocation to support the legacy and modernization PID efforts. Up to \$2,031,945 for FY 2024-2025 support and operations expenses.

The ABP forecast of \$1,394,128 for PIDS support expenditures in FY 2025-2026 is noted and will be analyzed in the context of the State budget capacity for FY 2025-2026.

2. Any approved FY 2024-2025 PIDS funds that remain undistributed as of June 30, 2025, shall be applied against any 2025-26 PIDS approved funds reducing any FY 2025-2026 PIDS allocation accordingly.

#### **e. Onboard Technology Support Expenses**

1. The CCJPA requests \$3,074,776 for expenses for Wi-Fi passenger services and associated management expenses for the Northern California CIPR corridors in FY 2024-2025 (Page 29, Table 9-1) which represents an 11 percent increase over FY 2023-2024. Up to \$3,074,776 is approved for FY 2024-2025 onboard technology expenses.

The ABP forecast of \$2,009,399 for Wi-Fi expenditures in FY 2025-2026 is noted and will be evaluated in the context of the State budget capacity in FY 2025-2026.

2. Any approved FY 2024-2025 Wi-Fi funds that remain undistributed as of June 30, 2025, shall be applied against any FY 2025-26 Wi-Fi approved funds reducing any FY 2025-2026 Wi-Fi allocation accordingly.

#### **f. Minor Capital Expenses**

1. CCJPA requests \$500,000 for FY 2024-2025 funding for minor capital costs (Page 29, Table 9-1). \$500,000 is approved in this letter for FY 2024-2025 and will expire in FY 2026-2027.

All invoices related to minor capital funds must be submitted by May 1<sup>st</sup> of the expiring FY. Approval of projects is on a per case basis.

The ABP forecast of \$500,000 for minor capital expenditures in FY 2025-2026 is noted and will be analyzed in the context of utilization of previous minor capital allocations and the State budget capacity for FY 2025-2026.

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

**g. California Integrated Travel Project (Cal-ITP) Support Expenses**

1. CCJPA requests \$7,000,000 for FY 2024-2025 Cal-ITP support expenses which includes Xentrans staffing, CCJPA labor, and Tap2Ride EMV capital expenses, development of mobile application, and the development of a financial integration database. Up to \$7,000,000 is approved for Cal-ITP support expenses for FY 2024-2025.
2. Any approved FY 2024-2025 Cal-ITP funds that remain undistributed as of June 30, 2025, shall be applied against any FY 2025-2026 approved funds reducing any FY 2025-2026 Cal-ITP allocation accordingly.

The forecast of \$7,000,000 for Cal-ITP capital/support expenditures and in FY 2025-2026 is noted and will be evaluated in the context of the State budget capacity for FY 2025-2026.

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

- a. The CCJPA requests \$831,258 for operations funding outside of the Amtrak Operating Agreement (Direct Operations) for FY 2024-2025 that includes:
  - i. Transit Transfer Program (\$97,360)
  - ii. Bus Partnerships (\$205,000)
  - iii. Rail Safety Partnerships (\$350,000)
  - iv. Station Contracts (\$20,490)
  - v. System Monitoring (\$108,408)
  - vi. Mechanical Offices (\$50,000)

Up to \$831,258 is approved for FY 2024-2025 Direct Operations

- b. Any FY 2024-2025 Direct Operations funds that remain undistributed as of June 30, 2025, shall be applied against any FY 2025-2026 direct operations approved funds reducing any FY 2025-2026 Direct Operations allocation accordingly.

The ABP forecast of \$994,463 for Direct Operations in FY 2025-2026 is noted and will be analyzed in the context of the State budget capacity for FY 2025-2026.

**i. Capitalized Maintenance**

- a. The CCJPA requests \$1,000,000 for the FY 2024-2025 Capitalized Maintenance Program for upgrades and improvements to the railroad

infrastructure to achieve and maintain a high level of on-time performance service [Page 29, Table 9-1). Up to \$1,000,000 is approved for FY 2024-2025 capitalized maintenance.

- b. Any approved FY 2024-2025 capitalized maintenance funds that remain undistributed as of June 30, 2025, shall be applied against any FY 2025-2026 approved funds reducing any FY 2025-2026 Cal-ITP allocation accordingly.

The ABP forecast of \$1,000,000 for capitalized maintenance expenditures in FY 2025-2026 is noted and will be analyzed in the context of the State Budget capacity for FY 2025-2026.

**j. Operation Expenses**

- a. The CCJPA requests \$27,779,170 for the FY 2024-25 Direct Amtrak Operations program. This represents a full return to pre-pandemic levels of service at:

<b>Capitol Corridor Route</b>	<b>FY 2024-25 Proposed</b>	<b>FY 2025-26 Proposed</b>
Sacramento – Oakland	30 Weekday/22 Weekend Trains	30 Weekday/22 Weekend Trains
Oakland – San Jose	14 Daily Trains	14 Daily Trains
Sacramento – Roseville	2 daily Trains	2 daily Trains
Roseville – Auburn	2 Daily Trains	2 Daily Trains

With a March 1<sup>st</sup>, 2025 start date for restoration of the service, the Cost Optimization Scheduling Initiative tool projects \$28,225,058 for Amtrak operations is needed for Operations Expenses using updated Amtrak rates for Federal FY 2025 that were not available when CCJPA submitted its ABP. Up to \$28,225,058 is approved for FY 2024-25 Operation Expenses, a higher level than initially requested by CCJPA, but one that has been updated in collaboration between Caltrans and CCJPA staff.

The ABP request of \$23,142,807 for Amtrak operations funding for FY 2025-26 is noted and will be analyzed in the context of the state budget capacity for FY 2024-25.

Any remaining unexpended FFY 2024-25 Amtrak Operations funds shall be applied against the initial FFY 2025-26 Amtrak operations advanced payments.



**k. State Funding Regulations**

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

**I. FY 2024-25 Approved Funding Summary:**

<b>Budget Item</b>	<b>Approved in Previous Letters</b>	<b>Approved in this letter</b>	<b>Total allocated</b>
Administrative	\$3,170,150	\$1,090,051	\$4,260,201
Marketing	\$1,262,977	\$420,993	\$1,683,970
Information / Customer Services	\$1,144,551	\$381,517	\$1,526,068
Cal-ITP Capital/Support	\$7,000,000	\$0	\$7,000,000
Statewide PIDS Support	\$2,031,945	\$0	\$2,031,945
N. California Onboard Technology (Wi-Fi)	\$3,074,776	\$0	\$3,074,776
Minor Capital	\$500,000	\$0	\$500,000
Direct Operations	\$831,258	\$0	\$831,258
Capitalized Maintenance	\$1,000,000	\$0	\$1,000,000
Amtrak Operations	\$28,225,058	\$0	\$28,225,058
<b>Total</b>	<b>\$48,240,715</b>	<b>\$1,892,561</b>	<b>\$50,133,276</b>

Each budget item above shall be tracked and managed separately.

Under current law, the CCJPA is required to submit an ABP to CalSTA by April 1 of each year. However, Amtrak does not provide its Capitol Corridor PRIIA 209 State Payment Forecast to the CCJPA until May 15 or later of each year. Consequently, the ABP Amtrak operations funding request should be based on the most recent COSI model output at the time of submission for the service level desired. For the FY 2025-26 ABP, CalSTA requests that the CCJPA provide a draft ABP on April 1, 2025, that includes the funding request for FY 2025-26.

If you have any questions or need additional information, please contact Chief Deputy Secretary Chad R. Edison at (916) 323-5400, or by e-mail at Chad.Edison@calsta.ca.gov.

Sincerely,

*Toks Omishakin*

Toks Omishakin  
Secretary

cc:

Robert Padgett, Managing Director, Capitol Corridor Joint Powers Authority

Chad R. Edison, Chief Deputy Secretary for Rail and Transit, California State  
Transportation Agency

Tony Tavares, Director, California Department of Transportation

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

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

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





# Business Plan Update

## FY 2025-26 & FY 2026-27



# DRAFT ANNUAL BUSINESS PLAN

## APRIL 2025

### INTERCITY PASSENGER RAIL SERVICE

Auburn | Sacramento | Davis | Suisun-Fairfield | Martinez | Oakland | San Francisco | San Jose



## Executive Summary

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## Executive Summary

**Introduction.** This Annual Business Plan (ABP) presents an overview of the Capitol Corridor Joint Powers Authority’s (CCJPA) strategic plan and funding request for the next two fiscal years (FY 2025-26 and FY 2026-27). As required by the Capitol Corridor’s Interagency Transfer Agreement with the State of California Department of Transportation (Caltrans), the ABP update outlines the service and capital improvements that have contributed to the Capitol Corridor’s success, identifies necessary improvements to sustain its growth, and incorporates customer input as detailed in Chapter 263 of California State Law.

Intercity passenger rail business plans are integral to the overall statewide planning, coordination, and budgeting of the services. CCJPA will submit this draft ABP to the Secretary of the California State Transportation Agency (CalSTA) in April 2025, and, if necessary, a revised final version may be submitted in June 2025.

The COVID-19 pandemic caused long-term disruptions to ridership, revenue, equipment availability, and available funding. During the pandemic, CCJPA benefited from three tranches of federal COVID-relief funding provided to Amtrak for State-Supported services, which helped support Capitol Corridor operating costs during an unprecedented decline in ridership and revenue. CCJPA staff has worked to reduce Amtrak Operating costs and increase revenue since the onset of the 2020 pandemic and has outlined a series of additional steps that could be taken in the event of a financial crisis to continue running train service. The information included in this document reflects our current expectations as of the date of the current version of the ABP. CCJPA will continue to work closely with the State, Amtrak, Union Pacific, and the California intercity passenger rail Joint Powers Authority (JPA) partners to ensure we adapt to continued changes. CCJPA’s plan is to return to pre-pandemic service as financial resources and equipment availability allow, and to build upon that with future service improvements and expansion.

As the administrator of the Capitol Corridor service, the CCJPA’s primary focus is on the continuous improvement of the train service through effective cost management, gaining share in the travel market, and delivering a customer-focused, safe, frequent, dependable, and sustainable transportation alternative to the congested I-80, I-680, and I-880 highway corridors. The CCJPA is governed by a Board of Directors comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor route (see Figure 1-1; page 5):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

**History.** The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998. In August 2006, the CCJPA expanded weekday service from 24 to 32 trains between Sacramento and Oakland and from eight to 14 daily trains continuing to San Jose. In August 2012, the CCJPA utilized the reconfigured Sacramento station to optimize operational cost effectiveness and reduced service to 30 daily round trips on weekdays between Sacramento and Oakland.

**Operating Plan.** Due to the COVID-19 global pandemic, CCJPA reduced service beginning in March 2020 and expects to continue to operate a temporary reduced operating plan for train and bus services through Q3 FY 2024-25. The goal is to restore train service levels to pre-pandemic levels prior to the beginning of FY 2025-26, which is reflected in the budget forecasts in this ABP.

The Amtrak operating costs for the Capitol Corridor conform with the recently revised Section 209 of the Passenger Rail Improvement and Investment Act of 2008 (PRIIA) and costing methodology. This policy is used to develop the budget for FY 2025-26 and any future CCJPA/Amtrak operating agreements, as summarized in the table below for the upcoming fiscal years. Improved operating efficiency is essential to allow a return to pre-pandemic levels of train service.

Capitol Corridor Route	FY 2025-26	FY 2026-27
Sacramento – Oakland	30 weekday/22 weekend trains	30 weekday/22 weekend trains
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	2 daily trains with plans for up to 20	2 daily trains with plans for up to 20
Roseville – Auburn	2 daily trains	2 daily trains
Amtrak Operations + Train Equipment Maintenance Budget	\$43.6 million	\$44.9 million

**Uniform Performance Standards.** For this ABP, the CCJPA incorporates the most recent version of the Uniform Performance Standards (UPS) as modified by CalSTA. The table below provides an overview of the performance of the Capitol Corridor compared to the UPS, as well as the updated forecasted UPS for the next two fiscal years:

PERFORMANCE METRIC	FY2023-2024			FY 2024-25	FY 2025-26	FY 2026-2027
	Actual	Budget	Actuals vs Budget	Budget	Budget	Budget
Usage						
Route Ridership	1,032,633	1,032,299	0%	1,196,448	1,190,851	1,286,119
Passenger Miles	76,694,786	68,451,517	12%	77,925,482	85,733,668	88,543,219
Total Operating Cost/Passenger Mile	\$0.78	\$0.92	-15%	\$0.90	\$0.87	\$0.86
Farebox Recovery	46%	41%	12%	43%	41%	41%
Service Quality	Actual	Standard	Actuals vs Standard	Standard	Standard	Standard
End-Point On-Time Performance	87%	90%	-3%	90%	90%	90%
Passenger On-Time Performance	89%	90%	-1%	90%	90%	90%
Operator Delays/10K Miles	280	>325	-7%	>325	>325	>325

**Capital Improvement Program.** The CCJPA’s Capital Improvement Program (CIP) aligns with the CCJPA’s Vision Plan, regional, and State of California transportation plans (e.g., Regional Transportation Plans [RTPs] and Caltrans’ 2024 State Rail Plan). The CIP includes projects in four broad categories: railroad infrastructure maintenance and improvements, rolling stock equipment improvements, service amenity improvements, and service plan improvements and expansions. The Federal Railroad Administration’s (FRA) support of a viable capital funding process for intercity passenger rail is now emerging via the FRA’s Corridor Identification (ID) Program, which requires long-range Service Development Plans with detailed project plans for corridors seeking Federal funding. This developmental funding approach, combined with the leveraging of discretionary State grant programs for passenger rail, will reinvigorate Capitol Corridor’s CIP for many years to come.

Long-term service plan improvement activities over the next two fiscal years (and included in the FRA’s Corridor ID process) seeking suitable state and federal funding for future service expansion to/from Roseville, the construction of the Agnew Siding project in Santa Clara, and the federal environmental evaluation and design phase of South Bay Connect, which is the proposed shift of service to a shorter, more direct route between Oakland and San Jose. CCJPA will also continue to shepherd the ongoing planning efforts for Link21, a new Transbay rail crossing that includes interregional passenger rail services and connections to BART and other transit services.

For railroad infrastructure maintenance and improvements, CCJPA will continue collaborating with Union Pacific Railroad (UPRR) to maintain the railroad right-of-way (ROW) infrastructure in prime condition. This continued effort will reduce delays and foster excellent on-time performance [90%+] for Capitol Corridor trains, with one remaining large-scale signal replacement project near Davis station. In addition, design for improvements for passenger safety and accessibility at the Davis, Rocklin, Suisun, and Santa Clara Great America stations is currently underway in partnership with Amtrak, UPRR, and the respective cities and local transportation agencies.

For rolling stock improvements, CCJPA has transitioned to renewable diesel as an alternative fuel source to decrease carbon emissions associated with train operations. Additionally, CCJPA is coordinating closely with Caltrans to rehabilitate and extend the life of the existing fleet.



For service amenities, customers can expect to see continual technology updates enhancing the passenger experience. CCJPA will continue to update the onboard Wi-Fi portal with new content and improved bandwidth. Implementation of a modern Passenger Information Display System (PIDS) on the Capitol Corridor and other State-supported intercity passenger rail services is expected to continue in FY 2026 and FY 2027, with initial functionality expected on the Capitol Corridor in late FY 2025 or early FY 2026. CCJPA staff, in collaboration with the California Integrated Travel Project (Cal-ITP) and CalSTA, spent much of 2023 and 2024 improving on the initial Minimum Viable Product (MVP) phase to introduce new ticketing options on Capitol Corridor trains to the public. This new contactless payment system, coined Tap2Ride, has demonstrated an invaluable amount of data on travel patterns by Capitol Corridor riders, previously unavailable to CCJPA staff through the Amtrak ticketing

system. CCJPA staff is now working to increase customer uptake. Since the launch of Tap2Ride, CCJPA has revealed a host of improvements that could be made. With some minor exceptions, these are now solved or going through subsequent programmatic advancement to make contactless payment a viable, CCJPA-managed payment option for Intercity Passenger Rail travel.

**Marketing, Communications, and Customer Experience Strategies.** The CCJPA’s marketing, communications, and customer experience strategies for FY 2025-26 and FY 2026-27 will focus on developing and implementing a comprehensive marketing and communications plan to attract and grow ridership to pre-pandemic levels. Over the next two fiscal years, CCJPA will renew partnerships with destinations, create programs to enhance the overall customer experience, including the support of Cal-ITP, and seek out opportunities to grow ridership via micro-markets. Seasonal offers will seek to attract new riders and position Capitol Corridor as a distinct regional service brand. CCJPA will continue to coordinate with local partners on promotions, outreach, and shared marketing efforts. Ridership has been slowest to bounce back on Capitol Corridor as compared to other state-supported routes nationwide. Restoring ridership will require an aggressive approach to marketing that demands an increase in funds to support the planned efforts.



CCJPA is committed to managing the service to meet or exceed near-term budget projections. CCJPA has maintained flat fares since 2019 with a small increase being implemented for multi-ride tickets on April 1, 2025. During FY 2024-25, CCJPA conducted an extensive fare study across all fare types. This fare evaluation will result in varying fare changes among single and multi-ticket fares with a reduction in the fares for trip lengths of less than fifty miles for some multi-ticket fares. Select increases in multi-ride and longer distance single-ride fares are expected with the implementation. All fare changes will be made with the intent to improve ridership, ensure financial stability of revenue, respond to changes in travel market, and improve equity access of the service.

## 1. Introduction

As part of Chapter 263 of State Law, which allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998, the CCJPA is required to prepare an ABP that identifies the current fiscal year’s operating and marketing strategies, summarizes capital improvement plans for the Capitol Corridor, and includes the funding request to the Secretary of CalSTA for the CCJPA’s operating, administrative, and marketing costs for inclusion in the State Budget proposal to the Legislature. The ABP will be submitted in draft form in April 2025 and final form in June 2025 to the Secretary of CalSTA.

The CCJPA is governed by a Board of Directors comprised of 16 elected officials from six member agencies (listed below) along the 170-mile Capitol Corridor rail route (see Figure 1-1):

**THE CAPITOL CORRIDOR PROVIDES A SUSTAINABLE TRANSPORTATION SERVICE CONNECTING THE THREE ECONOMIC EMPLOYMENT CENTERS IN NORTHERN CALIFORNIA: SACRAMENTO, SAN FRANCISCO/OAKLAND, AND SAN JOSE/SILICON VALLEY.**

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

The Capitol Corridor serves 18 train stations along the 170-mile rail corridor connecting the counties of Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco (via motorcoach), and Santa Clara. The train service parallels the I-80/I-680 highway corridor between Sacramento and Oakland, and I-880 between Oakland and San Jose. In addition, the Capitol Corridor connects outlying communities to the train service through a dedicated motorcoach bus network and partnerships with local transit agencies that assist passengers traveling to destinations beyond the immediate vicinity of the CCJPA train stations.

Capitol Corridor train and connecting motorcoach services are developed with input from riders, private sector stakeholders, and public interests, along with the entities that help deliver the Capitol Corridor service – Amtrak, UPRR, Caltrans, and the various transportation agencies and communities that are along the Capitol Corridor route.

## 2. Historical Performance of the Service

On December 12, 1991, Caltrans and Amtrak initiated the Capitol Corridor intercity train service with six daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the CCJPA, a partnership among six local transportation agencies sharing in the administration and management of the Capitol Corridor intercity train service.

In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for an initial three-year term, which was extended in 2001. In September 2003, legislation was enacted that eliminated the sunset date in the ITA and established the current, permanent governance structure for the CCJPA. The CCJPA now operates and manages the Capitol Corridor service through an annual operating agreement with Amtrak.

Under the management of the CCJPA, the collection and use of train operations and revenue data have been consistent tools to expand and fine-tune service plans, optimize ridership, increase revenue, achieve cost efficiency, and improve safety. Appendix A presents an overview of the financial performance and ridership growth of the Capitol Corridor service since its inception in December 1991.

**Figure 1-1**  
**Map of Capitol Corridor Service Area**



### 3. Operating Plan and Strategies

CCJPA aims to meet the transportation needs of Northern Californians by providing a safe, frequent, reliable, and sustainable Capitol Corridor intercity train service. CCJPA has increased, and will continue to increase, the use of detailed daily operating information (e.g., ridership, delays, safety incidents, and customer comments) to drive efficiencies and identify capital improvement needs to enhance the reliability of service.

#### Train Service and Expansions

Capitol Corridor provided service with 30 weekday (22 weekend) trains between Sacramento and Oakland and 14 daily trains between Oakland and San Jose beginning in August 2012, continuing that service through the start of the pandemic in March 2020. Following the shelter-in-place orders in March 2020, CCJPA reduced train service to five round trips per day, increased to eight round trips on weekdays and five on weekends in June 2020. In June 2021, service was increased to 11 round trips on weekdays and nine round trips on weekends. In October 2022, the weekend service was fully restored to pre-pandemic service levels. CCJPA expects to return weekday service to pre-pandemic train service levels prior to the beginning of FY 2025-26.

**CCJPA WILL CONTINUE TO PURSUE SPECIFIC STRATEGIES TO ADDRESS SEATING CAPACITY CONCERNS ON SELECT PEAK TRAINS, SUCH AS ADDING ADDITIONAL TRAIN CARS AS AVAILABLE.**

For FY 2025-26, CCJPA will continue the operation of the pulse schedule, a regularized hourly arrival and departure pattern (i.e., 5:01, 6:01, 7:01, etc.), introduced in March of 2021 to the extent possible. This was a major change in CCJPA’s schedule to improve the ease of use for customers and is in alignment with the California Rail State plan. Additionally, this schedule connects Auburn to San Jose with a direct train each way seven days a week.

CCJPA continues to plan for service expansions to/from Roseville and longer-term service expansions to/from San Jose. These service expansion/extension projects will also require additional rolling stock.

**Motorcoach Service and Transit Connections**

Capitol Corridor provides dedicated motorcoach bus connections to San Francisco, communities along the Central Coast region south of San Jose (Salinas and San Luis Obispo), and communities east of Sacramento. In addition, CCJPA partners with local transit agencies to offer expanded options for transit connections throughout the corridor. The CCJPA reimburses transit agencies through its Transit Transfer Program, allowing Capitol Corridor passengers to transfer free of charge to participating local transit services. The CCJPA partners with Santa Cruz Metro, El Dorado Transit Authority, and Monterey-Salinas Transit to share operating costs for open door services available to those connecting to rail service and local passengers. Figure 3-1 illustrates the range of passenger rail, Amtrak Thruway bus, and other local transit connections available from Capitol Corridor stations.



Pursuant to Senate Bill (SB) 742, enacted in 2020, State-supported intercity passenger rail services (Capitol Corridor, San Joaquins, and Pacific Surfliner) are enabled to provide bus service to passengers without a train ticket as part of a trip. CCJPA formed a partnership with El Dorado County Transit Authority (EDCTA) in July 2021 to jointly fund connecting bus service from the Sacramento station to South Lake Tahoe. Similar open-door service is provided through a Monterey-Salinas Transit partnership. CCJPA is exploring other opportunities for similar partnerships with other transit agencies with the goal to expand available transit connections in a cost-effective manner, such as working to establish an agreement for service to/from the Salesforce Transit Center and Emeryville station. To support these improvements and address the high operational costs of this connection, a fare adjustment of up to approximately 50% is planned.

**FY 2024-25 Operating Plan**

As of October 1, 2023, the Operating Plan is as follows:

- Sacramento – Oakland: 24 weekday (22 weekend) trains
- Oakland – San Jose: 12 weekday (14 weekend) trains
- Sacramento – Roseville – Auburn: 2 daily trains (one round-trip)

**FY 2025-26 and FY 2026-27 Operating Plans and Strategies**

CCJPA is currently planning to return to full service in Summer of 2025, prior to the beginning of FY 2025-26, subject to ridership, equipment availability, and budget resources.

Capitol Corridor Route	FY 2026-27 Proposed	FY 2027-28 Proposed
Sacramento – Oakland	30 weekday/22 weekend trains	30 weekday/22 weekend trains
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	2 daily trains - with plans for up to 20	2 daily trains - with plans for up to 20
Roseville – Auburn	2 daily trains	2 daily trains
Amtrak Operations + Train Equipment Maintenance Budget	\$43.6 million	\$44.9 million

**CCJPA WILL PARTNER WITH AMTRAK TO INCREASE THE PRESENCE OF SECURITY AND THE FREQUENCY OF DEEP CLEANING AT SELECT EAST BAY STATIONS.**

*Safety and Security*

CCJPA-California Operation Lifesaver (CAOL) Annual Safety Project is a partnership between CCJPA and COAL to collaborate in identifying key focus locations, communities, and campaign project options where CAOL educational programs and campaigns will provide rail safety awareness along the Capitol Corridor route. This project is expected to continue in perpetuity based on available funding.

Figure 3-1: Connecting Bus, Transit, and Train Services



*Service Reliability*

CCJPA consistently takes action to address issues with service reliability and On-Time Performance (OTP). Two actions that were initiated in FY 2018-19 and that will continue are:

- Two Amtrak transportation supervisors were added in the Oakland to San Jose section of the route to address unauthorized trespassing and service incidents.
- The ROW Safety and Security Improvement Program is a partnership between CCJPA and UPRR to identify and mitigate safety and security concerns along the UPRR ROW. The program addresses vegetation overgrowth, installs security barriers and fences, and removes homeless encampments along the ROW. These actions help decrease trespasser incidents and fatalities, as well as delays caused by debris on the tracks. The project is expected to continue in perpetuity based on available funding.



During FY 2021-22, the CCJPA Board approved funding for two UPRR special agent positions dedicated to the ROW that the Capitol Corridor operates through. The Capitol Corridor-UPRR Special Agent support is to improve safety and security and on-time performance of trains by providing police support for railroad crossing enforcement, pedestrian and vehicle trespassing, illegal dumping, and vandalism. The project is expected to continue in perpetuity based on available funding. Additionally, CCJPA is undertaking a Right-of-Way Fencing Program to provide high-security fencing in the highest priorities areas to reduce safety incidents; more information on the Program can be found in the Right-of-Way Fencing Program section in part 4, Capital Improvement Program.

#### *Service Operations Efficiencies*

In 2023, CCJPA introduced a new database tool, Train Manager, to track the daily rail equipment line-up for the Northern California intercity passenger rail fleet (Capitol Corridor and San Joaquins trains). This new tool is a significant improvement over the previous tracking method used by Amtrak. It will enable synchronization of multiple sources of operational data related to equipment maintenance, Cal ITP, onboard Wi-Fi, and PIDS, thus allowing CCJPA to provide better data-driven management and oversight and system monitoring of the Capitol Corridor service.

## 4. Capital Improvement Program

The CCJPA maintains a CIP intended to incrementally improve the Capitol Corridor’s reliability, travel times, OTP, safety/security, and to expand service frequency. These initiatives are supported by capital funding sources at the local, regional, state, and federal levels. The CIP is anticipated to benefit from substantial and programmatic processes for significant federal funding investment which will bolster the effectiveness of the historically strong state funding support for intercity passenger rail.

#### **Capital Improvement Program Funding**

Since the inception of the Capitol Corridor service in 1991, more than \$1 billion has been invested or programmed to purchase rolling stock, build or renovate stations, upgrade track and signal systems for increased capacity, construct train maintenance, layover and storage facilities from a mixture of funding sources. Most of the funding has come from the State but with the recent emergence of a viable FRA funding program, both processes and strategies for combined state and federal projects are emerging. See Appendix B for a list of current CCJPA capital projects, project status, and related funding.



The adopted 2024 State Rail Plan update lays out a transformative long-term vision of the statewide railroad network. The Plan envisions capital investments supporting a multi-tiered freight and passenger rail operating environment that better serves travel markets with improved cost efficiency. The CCJPA’s Northern California Megaregional Rail planning efforts, which evolved from the Vision Plan process, are bolstered by the State Rail Plan, and potentially accelerated by federal and state funding programs for intercity passenger rail. The passage of the November

2021 federal infrastructure bill, coupled with the existing state Senate Bill 1 (SB1) funding programs, is the reason why the years ahead for rail improvements are so promising – provided the timings between state and federal phases of work can be aligned.

This alignment between state and federal grant programs is built around the concept of corridor planning to better define long-term investment strategies. The corridor approach is now officially included in the Federal Railroad Administration (FRA) Corridor ID Program (Corridor ID), which establishes a structured long-term planning process to guide investments at all levels of government (federal and state) over the next fifteen to twenty years. CCJPA is now and will continue to work with Caltrans and the other State JPA's to incrementally deliver on the three-step Corridor ID program with tasks: (1) scope the Service Identification Plan, (2) deliver the Service Identification Plan, and (3) complete incrementally planned project delivery via the Service Identification Plan.

### **Programmed and Current Capital Improvements**

Improvements made in this fiscal year, as well as capital projects planned for FY 2025-26 and FY 2026-27, can be categorized into four broad categories: railroad infrastructure maintenance and improvements, rolling stock equipment improvements, service amenity improvements, and service plan improvements and expansions.

### **Specific Capital Improvement Program Discussion**

#### ***Railroad Infrastructure Maintenance and Improvements***

##### *Davis Station Improvements Design*

The CCJPA has entered a partnership with Amtrak, UPRR, and the City of Davis to begin a major program of improvements at the Davis station. This project will improve passenger safety and accessibility at this station while reducing train delays, improving railroad fluidity, and providing new pedestrian connectivity. The first phase of this work involves the replacement of track crossovers and the railroad signal system near the station. CCJPA and partners participating in the design of the remaining improvements including the complete reconstruction of the Davis Station with a center island platform and direct pedestrian access to the neighborhoods across the railroad tracks from the station.



##### *Other Station Improvements*

The CCJPA is cooperating with Amtrak's ADA Stations program to make safety and accessibility improvements to many stations served by Capitol Corridor. The work at each station varies from platform repair and replacement (e.g., Rocklin, Santa Clara Great America) to complete reconstruction of the platform and routes of access (e.g., Suisun). The CCJPA is working to ensure these improvements will not only provide the required accessibility but also enhance passenger safety. This work will be ongoing until the stations meet Amtrak's federally mandated ADA program requirements.

##### *Agnew Siding Improvement Design*

Final design for Agnew Siding, a new passing siding in the Santa Clara-Great America station vicinity, is nearly complete with funding available for construction. The new passing siding in the Santa Clara-Great America station vicinity will offer two benefits: 1) Provide a storage track to hold Capitol Corridor special extra trains to serve events at Levi's Stadium; and 2) Reduce delays to Capitol Corridor and ACE trains due to unscheduled meets in the current single-track territory.



### *Grade Crossing Safety Upgrade*

CCJPA is actively seeking safety improvements for the many highway-railway grade crossings along our route. While CCJPA does not have direct authority to make improvements to railroad crossings, substantial increases in federal funding for crossing improvements will provide opportunities to address needed safety upgrades. CCJPA intends to work closely with UPRR, the California Public Utilities Commission, and local communities to identify areas of concern and support efforts to implement improvements. One such program, launched in 2023, uses CCJPA funds to assist local road authorities with at-grade crossing safety improvements, which can be the basis for future design and, subsequently, construction grant funding programs that are established and expanded at both the state and federal levels. Other, more significant grade-separation projects will be coordinated with various road authorities and the UPRR, aiming to reduce incidents and maintain the safety and on-time performance of Capitol Corridor trains. When appropriate, CCJPA will actively seek to promote, fund, and deliver on the grade-separation (i.e., bridge) or closure of crossings.

### *Right-of-Way Safety Improvement Program*

The ROW Safety Improvement Program aims to secure the Union Pacific Railroad (UPRR) ROW in locations with a particularly high rate of fatalities, injuries, and/or delay causing incidents through the installation of security fencing. The footprint of this project is entirely on the UPRR right-of-way. This project will include a before and after study to understand the effectiveness of the fencing in preventing unauthorized access to the ROW and related incidents, identify locations where fencing is often breached, and develop a plan of how to secure other locations on our route and maintain its condition to maximize its effectiveness over time. The project is planned to complete environmental and final design in FY25 and enter construction in FY26.

### *Bridge and Structure Improvement/Upgrades*

The CCJPA has begun a program of improvements to bridges and related structures along the Capitol Corridor route. Supported by State Rail Assistance funds, this program will focus on safety improvements and asset life extension. This program will supplement the work already performed by UPRR and will aim to improve the safety and on-time performance of Capitol Corridor trains.

### *Capitalized Maintenance*

The Capitol Corridor Capitalized Maintenance program, funded by the ABP allocation, focuses on upgrades and improvements to the railroad infrastructure to achieve and maintain a high level of on-time performance. In the past fiscal year, funding was used for improvements to the railroad track to improve passenger ride comfort and on-time reliability. The program also helps to fund railroad signal system reliability improvements.

### **Rolling Stock Equipment Improvements**

#### *Wi-Fi Upgrade*

In December 2020, the CCJPA completed significant Wi-Fi system upgrades to the entire Northern California bi-level fleet, which serves both the Capitol Corridor and San Joaquin intercity routes. The Wi-Fi system is continually being upgraded to become the basis for other technologies using the digital communication backbone, including contactless EMV readers used consistent with Cal-ITP.

#### *Additional New Rolling Stock*

Caltrans has procured new single-level passenger rail cars (Siemens ‘Venture Cars’, described above in Wi-Fi), and the first set of cars were delivered for use on the San Joaquins service in the calendar year 2023, two more sets in 2024, and more are expected to be delivered for use in service in late 2025 or early 2026. After various build and delivery acceptance issues, we anticipate that the final delivery will result in a shift of some current bi-level vehicles to CCJPA. In advance of ordering new rail vehicles for the NorCal IPR fleet, Caltrans is spearheading a fleet management plan that is supported by CCJPA, San Joaquin Joint Powers Authority (SJJPA), and Los Angeles -San Diego -San Luis Obispo Rail Corridor Agency (LOSSAN).

### **Service Amenity Improvements**

#### *Bicycle and Scooter Access*

In prior years, CCJPA implemented several projects to support bicycle and scooter access to the service, including the installation of onboard bicycle racks and electronic bicycle lockers at most of our stations. As ridership gradually rebounds post-COVID, onboard bicycle/scooter storage capacity is sometimes exceeded on particularly busy trains. The steadily increasing use of e-bike and e-scooters among Capitol Corridor riders is changing the nature of the onboard storage solutions that CCJPA identified even just a few years ago, making the application of capacity-increasing design solution an evolving dynamic. CCJPA will continue to work with Amtrak to identify onboard bicycle and scooter storage issues and brainstorm potential solutions, both in terms of rider policy and physical storage.

#### *California Passenger Information Display System (PIDS) Modernization*

PIDS provides passengers with train arrival information at Capitol Corridor stations and the current system is undergoing a significant hardware and software upgrade. CCJPA is partnering with SJJPA, the San Joaquin Regional Rail Commission (management agency of the Altamont Corridor Express, or ACE), and the North County Transit District (NCTD) to modernize PIDS across State-supported intercity passenger rail services, with implementation ongoing through FY 2026 and FY 2027. This project also involves bringing improved telecommunications services to stations on the Capitol Corridor, San Joaquins, and ACE. An early deliverable of this project is the publication of General Transit Feed Specification (GTFS) Realtime feeds for Capitol Corridor and ACE (introduced in December 2023), which allows third-party travel planning apps such as Google Maps and Transit App to consume industry-standard transit schedule and real-time train status data.

#### *California Integrated Travel Program (Cal-ITP)*

CCJPA is managing a CalSTA and Caltrans led, multi-agency initiative to research, develop and implement Cal-ITP that will enable California residents and visitors to plan, pay, and demonstrate discount eligibility for travel across multiple modes of transportation, including bus, metro, light and intercity rail, paratransit, bike hire, and ride-hailing services in California. With the help of dedicated Caltrans staff leading integration, CCJPA is fiscally and programmatically supporting these critical objectives. In 2024, efforts were focused on further developing programmatic support for eligibility discounts (e.g., seniors, veterans) and building up to support expansion into various transit systems statewide. From March 2023 onward, CCJPA has been in the first phase of a Minimum Viable Product (MVP), called Tap2Ride, and has spent the intervening time applying valuable ‘project pilot’ lessons for contactless payment in a passenger rail operating environment with adoption by a significantly larger number of Capitol Corridor customers using Tap2Ride. While CCJPA will continue to work with the State to support this effort, we are also working with CalSTA and Caltrans’ Division of Rail and Mass Transportation (DRMT) to explore governance options so that the fiscal oversight of Cal-ITP can eventually transition from CCJPA to one or more state agencies.

### **Service Plan Improvements and Expansions**

#### *Sacramento to Roseville Third Track Service Expansion Project*

The Sacramento to Roseville Third Track Phase I Project is funded through a complex mix of various State funding source requirements and one federal funding awarded to CCJPA in August 2023. Prior to the federal funding award, CCJPA was in the 90% design phase with UPRR (by UPRR standards), but progress was halted to allow for the National Environmental Protection Act (NEPA) environmental review process required with the receipt of federal funding. This delay and subsequent information learned since submitting for the State and federal grant in the Spring of 2022, means that the cost of the project has increased with inflation as well some unanticipated changes in utility relocation costs within the UPRR right-of-way. CCJPA is now working with the State and FRA to ascertain how to cover the funding gap. Phase two of this project will add an additional seven round trips, but no funding for that phase is available at this point.



### *South Bay Connect*

The South Bay Connect Project proposes to relocate the Capitol Corridor service between Oakland and Newark from the current Union Pacific Railroad (UPRR) Niles Subdivision route to the UPRR Coast Subdivision. The proposed Project also includes constructing a new passenger rail station at the existing Ardenwood Park-and-Ride in Fremont on the Coast Subdivision. South Bay Connect is expected to improve the service efficiency and reliability of the Capitol Corridor service overall by relocating service to a shorter and less congested rail corridor through Alameda County. Although the service relocation will discontinue Capitol Corridor service at Hayward and Fremont-Centerville stations, a new station is proposed to be constructed at the Ardenwood Park-and-Ride in Fremont, to serve passengers in southern Alameda County and facilitate intermodal transfers between rail and transbay buses/shuttles to the San Francisco Peninsula.

On May 29, 2024, CCJPA released the Draft Environmental Impact Report (EIR) of the Project for public review and comment for a period of 45 days, in accordance with the requirements of CEQA. Subsequently, a Final EIR was prepared, including formal responses to all public comments received during the draft EIR circulation period and a summary of clarifications and revisions to the Draft EIR, as well as a Mitigation Monitoring and Reporting Program. The Final EIR and the Mitigation Monitoring and Reporting Program were presented before the Capitol Corridor Joint Powers Board on November 20, 2024, and the CCJPA Board certified the Final EIR and approved the Project to continue to the next phase.

In FY 2026-2027, CCJPA plans to continue preliminary engineering design of the Project, which requires close coordination with UPRR, the owner of the railroad right-of-way, and work with the Federal Railroad Administration to include the Project as part of the Corridor Identification Program for federal funding toward NEPA analysis and preliminary design up to 30%. Additional public outreach and coordination by CCJPA for the Project is expected once NEPA analysis begins. The Project is currently fully funded through final design but will need to seek and identify additional funding for Right-of-Way and Construction.

### *State Route 84 (SR-84) Intermodal Bus Facility*

Related to South Bay Connect but not dependent on its implementation, a separate SR-84 Intermodal Bus Facility is proposed on the elevated level of SR-84 along the Dumbarton Corridor to improve operations of transbay buses and shuttles by allowing direct passenger pick-up and drop-off at bus platforms located directly in the median of SR-84. The Bus Facility would be entirely within Caltrans right-of-way, and CCJPA is closely coordinating engineering design review and CEQA/NEPA environmental impact analyses with Caltrans District 4. Two different design alternatives are currently under consideration, and environmental impact analyses are expected to be complete in early 2027.

### *Link21 (New Transbay Rail Crossing)*

CCJPA is partnering with BART on the extensive planning efforts needed to deliver a Northern California Megaregional Project –a new transbay rail crossing between San Francisco and Oakland with implications that extend far beyond the connection across the San Francisco Bay. Undertaking such a project involves developing project concepts and understanding the potential market from 21 Northern California counties.

### *Fare Study*

CCJPA put typical annual fare increases on hold in 2020 in association with the onset of the COVID-19 Pandemic and the ensuing severe loss in ridership. It is increasingly difficult for CCJPA to achieve the State's requirement that it recover at least 50% of operating costs from fares. To adjust to changes in travel since 2020, CCJPA consulted with transit fare policy experts to obtain strategic advice on a suite of fare policy actions. The report recommends that CCJPA lower fares for shorter trips (less than 50 miles) while pursuing marginal increases in other ticket products, particularly multi-ride fares. The goal is changes over the next several years is to transition fare policy to support a broader adaptation of Tap2Ride.

## 5. Performance Standards and Action Plan

CCJPA maintains a customer-focused business model that emphasizes delivering reliable, frequent, safe, and cost-effective train service designed to sustain growth in ridership and revenue. Over the past 20 years, ridership has trended upward as the service provides a viable transport alternative to the parallel congested I-80/I-680/I-880 highway corridors that is competitive in terms of travel time, reliability, and cost.

The CCJPA develops performance standards for the Capitol Corridor service to be aligned with the Uniform Performance Standards (UPS) developed by CalSTA. The CCJPA has long used data analysis to drive cost-effective service improvements and expects to increase the role of data in future fiscal years. Table 5-1 summarizes the UPS and CCJPA results for FY 2023-24, as well as the standards for the next three fiscal years.

### **FY 2023-24 Performance Standards and Results**

- Ridership: 1,032,633- an increase of 12 percent as compared to FY 2022-23.
- Revenue: \$27.3 million- an increase of 18 percent from FY 2022-23.
- End Point On-Time Performance (OTP): 87 percent- an increase of six percent as compared to FY 2022-23.
- Passenger OTP: 89 percent- a six percent increase as compared to FY 2022-23.

### **FY 2024-25 Performance Standards and Results through February 2025**

- Ridership: Year-to-date ridership is five percent above FY 2023-24 and 11 percent below ABP projections.
- Revenue: Year-to-date revenue is six percent above the prior fiscal year and seven percent above the ABP budget.
- End Point OTP: Year-to-date is 86 percent, one percent higher than FY 2023-24 and four percent below the 90 percent standard.
- Passenger OTP: Year-to-date is 87 percent, zero percent above FY 2023-24 and three percent below the 90 percent standard.

### **FY 2025-26 and FY 2026-27 Performance Standards**

Table 5-1 provides the preliminary performance standards for FY 2025-26 and FY 2026-27. The future operating costs for FY 2025-26 and FY 2026-27 have been developed to conform with the PRIIA Section 209 pricing policy, which stipulates that all state-financed, Amtrak-operated intercity passenger rail routes under 750 miles shall be priced by Amtrak in a fair and equitable manner.

**Table 5-1: System Performance Standards and Results**

PERFORMANCE METRIC	FY2023-2024			FY 2024-25	FY 2025-26	FY 2026-2027
Usage	Actual	Budget	Actuals vs Budget	Budget	Budget	Budget
Route Ridership	1,032,633	1,032,299	0%	1,196,448	1,190,851	1,286,119
Passenger Miles	76,694,786	68,451,517	12%	77,925,482	85,733,668	88,543,219
Total Operating Cost/Passenger Mile	\$0.78	\$0.92	-15%	\$0.90	\$0.87	\$0.86
Farebox Recovery	46%	41%	12%	43%	41%	41%
Service Quality	Actual	Standard	Actuals vs Standard	Standard	Standard	Standard
End-Point On-Time Performance	87%	90%	-3%	90%	90%	90%
Passenger On-Time Performance	89%	90%	-1%	90%	90%	90%
Operator Delays/10K Miles	280	>325	-7%	>325	>325	>325

**FY 2025-26 and FY 2026-27 Action Plan**

Table 5-2 summarizes projects, ongoing and planned, through FY 2025-26 and FY 2026-27. Each project shown in Table 5-2 is dynamic and may change based on circumstances beyond CCJPA’s control.

**Table 5-2: FY 2025-26 and FY 2026-27 Action Plan**

PROJECT	Past Fiscal Years	FY 2026				FY 2027				Future Fiscal Years
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>CAPITAL PROJECTS</b>										
South Bay Connect										
Sacramento to Roseville Third Main Track Phase I										
California Integrated Travel Program (Cal ITP)										
Davis Station Signal Improvements										
Agnew Siding										
Stege Signal Improvements										
California Passenger Information Display System (CalPIDS) Modernization										
Contactless Fare Payment Hardware										
Right-of-Way Safety Improvement Program										
<b>ONGOING PROJECTS</b>										
Right-of-Way Safety and Security										
Capitalized Maintenance										
Network Integration/Link21										

## 6. Establishment of Fares

The CCJPA develops fares in conjunction with Amtrak to ensure the Capitol Corridor service is attractive and competitive with other transportation options. Fares provide a critical funding source for CCJPA operations. The pandemic resulted in a significant reduction in fare revenue that was temporarily offset by federal funding support. Although CCJPA made a concerted effort to keep fares stable during the pandemic, increasing budget challenges will require increases in select fares during FY 2025-26 due to the increasing cost of service delivery. It is increasingly difficult for CCJPA to achieve the State’s requirement that it recover at least 50% of operating costs from fares. CCJPA consulted with transit fare policy experts to obtain strategic advice on a suite of fare policy actions. The report recommends that CCJPA lower fares for shorter trips (less than 50 miles) while pursuing marginal increases in other ticket products, particularly multi-ride fares. The goal is to make changes over the next several years is to transition fare policy that supports and encourages a broader adaptation of Tap2Ride. The final recommendation for fare adjustments will be determined through an ongoing analysis with changes expected in the summer of 2025. While the expectation is that some fare adjustment will be necessary, CCJPA’s goal is to work closely with Amtrak to promote the efficient delivery of service and minimize the need for fare increases.



Current ticket types include standard one-way and roundtrip fares, monthly passes, ten-ride tickets valid for 90 days, and six-ride/1-year tickets for college and university students. Ten-ride tickets are discounted by roughly 30-35 percent as compared to one-way fares, and monthly tickets are discounted by roughly 50 percent from one-way fares, assuming use of 40 times per month. In recognition of changing ridership patterns, ten-ride tickets were extended to be valid for 90 days in

2022. These discounted multi-ride fares are ideal for repeat riders who use Capitol Corridor trains as their primary means of travel along the corridor. To retain flexibility and convenience for our riders, reservations are not required for any of the trains.

CCJPA also offers targeted discount programs for leisure travelers, including the year-round “Friends and Family” offer, providing savings for buy-one/bring up to five others at 50 percent off. The Capitol Corridor also utilizes a variety of seasonal discounts aimed at specific target groups such as seniors, to promote off-peak and weekend ridership. In addition, Capitol Corridor offers a variety of California Everyday Discounts for seniors, children, military personnel, disabled individuals, and members of select organizations, in conjunction with the San Joaquins and Pacific Surfliner.

#### **FY 2025-2026 Fares**

Maintaining the fiscal viability of CCJPA service will likely require some increase in fares during FY 2024-25. CCJPA has made few changes in fares since 2019, effectively reducing the cost of service by nearly 20% considering inflationary levels during the period. Increasing budget challenges necessitates increases to address the increasing cost of service delivery. At a minimum, increases will equal inflationary levels during the most recent year.

In the Capital Improvement Section, CCJPA discussed the objectives and outcomes of the 2024/25 Fare Study. The initial actions to decrease short-trip fares (e.g., adjacent stations) should help drive ridership and marginally raise all other fares will be implemented in 2025, aiming to ensure CCJPA can meet the State’s 50% fare-box recovery objectives.

To provide riders with more flexibility for their multi-ride tickets, in 2020, CCJPA extended the 10-ride/45-day ticket to 60 days, and in 2022, extended it to 90 days, to encourage greater flexibility. However, analysis of the 10-ride product clearly shows a cohort of more frequent 10-ride utilization and very infrequent utilization, both suggesting that differentiation of the 10-ride product by two time periods and pricing levels may be warranted. We will explore additional ways to offer ticket flexibility for riders as we learn more about emerging ridership patterns and prepare for a new ticketing platform.

As part of its Marketing Program (Section 8), CCJPA will develop initiatives designed to regain ridership and build customer satisfaction. Opportunities related to fares and ticketing include:

- Use findings from the fare analysis to develop new future fare products or adjust existing products to better meet the needs of riders.
- Raise awareness of the flexibility and benefits of Capitol Corridor’s unreserved ticketing.
- Continue to promote the Tap2Ride contactless fare pilot program.
- Leverage the CC Rewards loyalty program to deepen relationships with members of the community through promotional offers and giveaways.
- Continue to promote California’s “Everyday Discounts” and other ongoing discounts such as “Friends & Family”.
- Increase utilization of Amtrak’s mobile ticketing features in the short-term, as they enable real-time validation and improve customer convenience.

Together, these fare and ticketing programs for FY 2025-2026 will enhance customer convenience as we prepare for the growth of the Tap2Ride program.

#### **FY 2026-2027 Fares**

The expectation is that Tap2Ride will allow for a nimble and customer-friendly fare system with a wider range of products by FY 2026-27. Fare changes will be considered in the context of budget conditions at the time and are likely to, at a minimum, increase at an inflationary level. Other fare and ticketing opportunities include:

- Continue to expand and raise visibility of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and the transfer of motorcoach bus routes to parallel local transit services.
- Enhance customer loyalty and referral programs to retain existing riders and attract new riders.
- Integration and implementation of the new ticketing platform will likely offer new fare products and expand choices for riders.

## **7. Service Amenities, Food Services, & Equipment**

### **Service Amenities**

#### *Accessibility*

The Capitol Corridor provides complete accessibility to passengers. Accessibility features include onboard wheelchair lifts, two designated spaces per train car for passengers in wheelchairs and one wheelchair-accessible lavatory on the lower level of each train car. Mobility-impaired persons not in wheelchairs can utilize grip bars at each door, work with conductors to use on-train step stools, or even utilize the wheelchair lifts, if needed, to board from the platform. Passengers who require assistance may contact the conductors for help in boarding or detraining.

#### *Passenger Information*

Onboard train journey information is provided via the Wi-Fi landing page/portal associated with the 2020 upgraded Wi-Fi system. Refinements in this information regarding passenger journeys will evolve over time but remain as a consistent on-train amenity.

At the stations, electronic passenger information displays provide train arrival times, delay information, and other notifications. These displays are part of the California PIDS. CCJPA is leading an effort to initially modernize the back-office PIDS system to improve system reliability and functionality and, in the future, upgrade station signs and audio equipment. Description of the PIDS Modernization project can be found in Section 4, Capital Improvement Program. An early deliverable of this project is the publication of GTFS Realtime feeds for Capitol Corridor and ACE in FY 2024, which allows third-party travel planning apps such as Google Maps and Transit App to consume industry-standard transit schedule and real-time train status data.

#### *Lavatories*

Lavatories in California cars feature electric hand dryers, soap dispensers, infant diaper-changing tables, and air fresheners.

#### *Wi-Fi*

All cars in the fleet have complimentary Wi-Fi service. CCJPA delivered a next-generation Wi-Fi solution in 2020, a significant upgrade from the original system. It is now managed under a long-term services-based contract, which allows CCJPA to keep pace with technological improvements for hardware elements that reach end-of-life on a relatively rapid basis. At this time, the Wi-Fi system is being further leveraged for its IP-based communications for the Tap2Ride contactless payment readers. See details on the next-generation Wi-Fi in Chapter 9, CA IPR Supplemental Allocation for Onboard Technology (page 19).



*Bicycle/Scooter Access*

Providing on-train and secure station bicycle and scooter storage remain important aspects of Capitol Corridor bicycle access, as we see train ridership gradually returning. CCJPA will monitor on-train bicycle/scooter storage capacity needs as ridership recovers and maintain adequate racks to meet demand, which, for some busy trains, are already being challenged with an increasingly diverse ecosystem of non-powered and powered mobility devices of all types, making safe storage and transport a growing challenge for CCJPA, Amtrak, and customers. CCJPA will also continue to operate and maintain all existing BikeLink eLockers at stations and work with the eLocker vendor to raise awareness of secure station bike parking to mitigate on-train crowding. For physical bicycle access to and from stations, CCJPA is pursuing opportunities to improve station access as they arise with local municipalities.

*Food and Beverage Services*

CCJPA will continue to evolve and expand the menu based on the performance of the Café Car. Menus onboard the train have been sustainably redesigned, with a QR code linking to <https://www.capitolcorridor.org/cafe-car/>, allowing for changes to be made incrementally and in response to market demand, without having to reprint menus. To promote the Café Car, seatback tray decals offer QR code links to the menu, schedules, and other helpful links.



**Equipment Acquisition, Renovation, and Upgrades**

CCJPA is focused on refining the maintenance and operations programs at the Oakland Maintenance Facility to improve the reliability, safety, and cost-effectiveness of the Northern California rail fleet, which supports both the Capitol Corridor and San Joaquin services. The fleet is primarily California-owned equipment as shown in Table 7-1. New fleet acquisitions under development will dramatically increase service capacity. In November 2023, CCJPA received board authorization to enter into a joint services agreement with SJJPA for maintenance of the Northern California rail fleet with its third-party maintainer – Transit Services America Inc. (TASI). This transition will allow both services to adhere to higher maintenance quality, cleanliness, and be more agile with overhaul projects.

The fleet plan for FY 2024-25 is below in Table 7-1. Capitol Corridor has been operating temporary reduced service with a fleet that relies on eight four-car trainsets. For the upcoming FY 2025-26, Capitol Corridor plans to return to pre-pandemic train service levels which will require additional equipment. This will be possible as the “Venture Fleet” is commissioned along the SJJPA route.

**Table 7-1: Northern California Equipment Fleet (Capitol Corridor and San Joaquins)**

California owned rail equipment	NOTES
13 F59 Locomotives	Assigned to San Joaquin and Capitol Corridor service
2 Dash-8 Locomotives	Assigned to the Oakland Maintenance Facility Yard
10 Charger Locomotives	Assigned to San Joaquin and Capitol Corridor service
75 Bi-Level California Coach and Surfliner Cars	Assigned to San Joaquin and Capitol Corridor service
7 Single Level Comet Cars	Assigned to San Joaquin service
4 Single Level Siemens Venture Sets (6 cars each)	Assigned to San Joaquin service
<b>Amtrak Supplemental Equipment</b>	
2 NPCU Single Level Baggage Cars	Assigned to San Joaquin and Capitol Corridor service
1 Amtrak Bi-Level Superliner Cars	Assigned to San Joaquin and Capitol Corridor service

### **Rehabilitation and Modification Programs**

Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have established a multi-year program of periodic overhauls for the existing train fleet. This program aims to improve fleet performance, maintain the valued assets of the State’s rolling stock investment, and provide enough cars to effectively run the service until enough new cars arrive in 2025. Below are lists of both completed and upcoming projects.

#### **Rail Equipment Projects in FY 2023-24**

- Installed Cal-ITP-compliant card readers on all remaining cars to allow contactless credit card fare payments without pre-reservation.
- Developed & Implemented Train Manager lineup tool to improve the digital management of rail equipment and communication with Wi-Fi, Tap2ride, and GTFS Transition of maintenance provider (TASI) planning begun
- Truck Overhaul for suspension for a safer, smoother ride began

#### **Rail Equipment Projects in FY 2024-25**

- Maintenance transition to new provider expected to be completed.
- Truck Overhaul work will continue through the remainder of the fleet.
- State of Good Repair Asset Condition Assessment completed to inform short- and long-term overhaul plans as well as document the transition to TASI for mechanical maintenance
- Equipment Redeployment will begin as Siemens Venture Car sets are deployed on the San Joaquin Corridor to both Capitol Corridor JPA and LOSSAN JPA

#### **Rail Equipment Projects Upcoming in FY 2025-26**

- Truck Overhaul work will continue through the remainder of the fleet.
- Equipment Redeployment will continue to Capitol Corridor JPA and LOSSAN JPA as Siemens Venture Car sets are deployed on the San Joaquin Corridor.
- F-59 Locomotive Overhaul to begin
- Fleet Modernization RFP to be completed and planning of phased overhaul of legacy equipment finalized
- Charger Locomotive Technical Support and Spares Supply Agreement (TSSSA) led by San Joaquin JPA to be completed
- Continue to engage with SJJPA, LOSSAN and Caltrans on Zero Emission Technologies

## **8. Marketing Strategies**

The Capitol Corridor Joint Powers Authority (CCJPA) is dedicated to growing ridership and increasing brand visibility through strategic marketing, enhanced customer engagement, and data-driven insights. In FY 2026, CCJPA will focus on understanding and adapting to changing customer demographics, leveraging major events, evaluating brand equity, and expanding digital and grassroots outreach.

### **Advertising, Brand Awareness, and Partnerships**

Advertising campaigns will target a diverse range of riders, emphasizing comfort, convenience, and value for both leisure and essential travel. With shifts in commuting patterns, campaigns will address the needs of hybrid workers, infrequent travelers, and those visiting family and friends.

Strategic partnerships will maximize visibility through joint promotions, onboard signage, and digital outreach. Promotions will focus on off-peak and event-driven travel, including major events like Super Bowl LX and FIFA World Cup matches in the region.

### **Customer Experience and Communication**

Improving customer experience remains at the forefront of CCJPA’s strategy. Efforts will focus on personalized engagement and addressing evolving rider expectations. Key initiatives include:

- Enhance website Search Engine Optimization (SEO) and User Experience (UX) for better navigation and search engine visibility.
- Translate website content into multiple languages to serve diverse audiences effectively.
- Leverage the evolving California Passenger Information Display Sign (PIDS) project to help deliver consistent and timely passenger communications via a variety of channels, including SMS/text and email service alerts, to provide customers clear and up-to-date information
- Deploy AI-powered tools to enhance the IVR system, ensuring efficient and accurate customer interactions.
- Scale customer service capabilities to meet demand during large-scale events and Tap2Ride expansion.

### **Marketing Program Highlights for FY 2026**

In FY 2026, CCJPA will adapt its marketing and service strategies to address the evolving needs of its customer base. Key initiatives include:

- Develop targeted campaigns and promotional partnerships that appeal to leisure travelers and those visiting family and friends.
- Promote train travel for high-profile events such as Super Bowl LX and FIFA World Cup matches.
- Launch a College Ambassador Program to engage younger audiences and encourage rail travel among students along the Capitol Corridor route.
- Extend advertising reach by leveraging CCJPA’s marketing asset catalog to negotiate mutually beneficial promotional partnerships, allowing partners to advertise via CCJPA’s collection of digital and print channels.
- Conduct surveys and in-depth analyses to better understand the current rider profile, including the decline in daily commuters and the rise of hybrid workers and infrequent travelers.
- Lead a Brand Analysis and Assessment to evaluate Capitol Corridor’s position in the market and create options for a possible brand redesign.

### **Public Relations, Grassroots Engagement, and Outreach**

CCJPA will prioritize building connections with local communities, younger audiences, and the broader public through targeted outreach and public relations. Activities include:

- Media outreach to showcase CCJPA’s alignment with regional mobility and sustainability goals and innovations in service delivery.
- Engage with riders through virtual “Corridor Conversations” webinars and onboard programs, such as “Cappy Hour” discounted drink hours
- Grassroots engagement programs to strengthen ties with communities along the Capitol Corridor route, promoting awareness and fostering stronger relationships.
- Continue collaborations with organizations like Operation Lifesaver to promote rail safety awareness.

### **Looking Ahead: FY 2026-2027**

CCJPA will continue to refine its understanding of changing customer needs, ensuring its strategies align with emerging travel patterns and preferences. Initiatives will include:

- Continuous analysis of ridership trends and customer feedback to adapt services and campaigns effectively.
- Strengthen marketing efforts to attract infrequent travelers, including hybrid workers and those traveling for leisure or family visits.
- Expand community outreach and grassroots programs to build lasting connections with key audiences.
- Leverage digital innovations and AI-driven tools to enhance customer experience and operational efficiency.
- Leverage results of brand analysis and market research to develop an implementation plan for a rebranding of the service, if warranted.

## 9. FY 2025-26 & FY 2026-27 Annual Funding Requirement

The primary purpose of this ABP, as defined in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels, as well as administer two State IPR technology programs and a megaregional rail service expansion planning effort. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2025-26 & FY 2026-27. The funding request for the same period is detailed in Table 9-1. and described below.

### Amtrak Operations

Based on the Operating Plan and Strategies (Section 3), the CCJPA has prepared an initial forecast for the FY 2025-26 & FY 2026-27 operating expenses, ridership, and revenues. In close collaboration with JPA staff from the three California intercity rail JPAs, including Capitol Corridor, Caltrans has developed a Cost Optimization Strategic Initiative (COSI) model to project the estimated operations subsidy needed for each California intercity rail corridor based on various service levels and revenue assumptions. This model is updated quarterly based on current trends and analyzes various scenarios to assess the availability of resources. The COSI model was used to estimate the operations funding needed for the FY 2025-26 & FY 2026-27 Amtrak Operations, while actual Amtrak Operating costs will be determined by the implementation of the newly revised Passenger Rail Investment and Improvement Act (PRIIA) policy and costing methodology.

The Amtrak operating forecast shown in Table 9-1 assumes that full, pre-pandemic train service will resume in the first quarter of FY 2025-26 contingent upon a return of customer demand, available equipment, and sufficient operating subsidy from the State. The forecasts for Amtrak Operating for FY 2025-26 and FY2026-27 reflect full, pre-pandemic train service levels. Additionally, an improvement in operating efficiency and a decrease in operating costs are required to return to full service. The proposed operating costs conform to the new PRIIA Section 209, which was implemented in FY 2013-14 and revised in FY 2023-24 as part of a national launch of a pricing policy for all Amtrak-operated IPR services under 750 miles.

An operational efficiency initiative currently underway is the shift of responsibility for the maintenance of the Northern California rail fleet from Amtrak to a new service provider. This cost reduction is described below in the California Intercity Passenger Rail (CA IPR) Support Supplemental Allocation Requested by San Joaquins Joint Powers Authority (SJJPA) on Behalf of CCJPA section and is reflected in the current Amtrak Operating cost estimate and Train Equipment Maintenance budget in Table 9-1.



As described in Section 4, CCJPA launched the Cal-ITP MVP, Tap2Ride, in March 2023. During a transitional period combining both CCJPA ticketing support and Amtrak ticketing support, state funding to support CCJPA revenue collection may be required. As CCJPA's responsibility for ticketing ramps up, Amtrak costs for supporting ticketing are expected to decrease, funding these new functions going forward. Overall, the introduction of Cal-ITP compatible ticketing will require future interaction with Caltrans DRMT staff to give greater definition to the timing and costs. As such, CCJPA is requesting a flexible approach to funding this effort due to the current unknowns. Funding to support Tap2Ride was previously requested under the California Intercity Passenger Rail (CA IPR) Support Supplemental Allocation for Cal-ITP and is incorporated in the Direct Operations funding request for FY 2025-26 and FY 2026-27.

**Direct Operations**

The Direct Operations funding request captures operating expenses that were formerly included in the Amtrak Operating budget, such as the partnership with El Dorado County Transit Authority for the Sacramento to South Lake Tahoe connecting motorcoach route, and other direct operating expenses, such as bus partnerships, station contracts, transit transfers, rail safety initiatives, and system monitoring. Expenses for CCJPA’s implementation of Tap2Ride, contactless payments consistent with the State’s CalITP project, are also included in the Direct Operations request for FY2025-26 and FY2026-27. Prior to FY 2025-26, Tap2Ride was funded along with the CalITP supplemental allocation for CA IPR support below. Included under system monitoring, as described in Section 3 under Service Operations Efficiencies, is funding for ongoing monthly support of an improved Train Manager “line-ups” tool that is web-accessible and integrates with train consist data used by various other systems, including Wi-Fi and contactless EMV readers (see below).

**Tap2Ride**

While Tap2Ride builds on other MVP efforts for buses and light rail transit, the passenger rail operating environment presents unique challenges to overcome for both operations and the banking system, and newly to CCJPA – a customer service hosting requirement. Programmatic enhancements and infrastructure are required so that CCJPA can transition as many customers as feasible and practical to the contactless payments mode over time, replacing the longstanding ticket system currently in place. Additionally, CCJPA will need to investigate other complimentary payment modes, such as mobile ticketing, to handle the plethora of customer needs as a complement to contactless payment methods. The FY 2025-26 and FY 2026-27 expenses for Tap2Ride include the transition of project management and customer service support duties formerly provided to support Tap2Ride via the State’s CalITP contract.

**Marketing Expenses**

The CCJPA’s marketing budget for FY 2025-26 and FY 2026-27 includes resources required to support marketing strategies as described in Section 8. Bringing back passengers and increasing ridership will require an aggressive approach to marketing that demands an increase in funds to support the planned efforts. The budget estimates shown in Table 9-1 represent only the direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

**Administrative Expenses**

Table 9-1 identifies the estimates for the FY 2025-26 and FY 2026-27 budgets that support the administrative management activities of the CCJPA for the Capitol Corridor service. The administrative funding request includes resources to support capital project funding and advancing capital improvements, as well as resources to support the recently acquired responsibilities of direct management of Northern California Wi-Fi, management of legacy CA PIDS, and the implementation of Cal-ITP or Tap2Ride on the Capitol Corridor service. As in recent years, CCJPA staff will continue to execute strategies to charge appropriate CCJPA labor costs to capital project grants, which will offset administrative expenses.

**Total CCJPA Funding Request for Operating, Marketing, Administration**

As detailed in Table 9-1, the total proposed combined budget requested by CCJPA for operating, marketing, and administrative expenses for FY 2025-26 is expected to increase overall by three percent of the authorized funding amount for the current period FY 2024-25. It is expected that we will receive an allocation for the remaining twenty-five percent in the coming weeks, after which there will be an eight percent reduction in requested operating, marketing, and administrative expenses for FY 2025-26 as compared to FY 2024-25. This includes:

- A net decrease of four percent in the Amtrak operating contract due to the transition of train equipment maintenance to a new provider (with contract held by San Joaquins Joint Powers Authority (SJJPA) for which funding will be requested by SJJPA on behalf of CCJPA);
- An increase of five percent in Amtrak Operating costs , for which CCJPA has limited direct control over actual Amtrak operating costs and must follow the newly revised costing methodology that establishes the cost structure for Amtrak-provided services;
- A projected increase of 14 percent in Amtrak Operating revenue as compared to FY 2024-25;

- Significant increase in the Direct Operations budget due to the transition of funding for Tap2Ride expenses from the CalITP line item to Direct Operations; and
- An increase of six percent in the Administrative budget primarily due to increases due to labor, Administrative Services Agreement overhead expenses, and insurance; and
- An increase of four percent to the Information Customer Support Services budget and increase of two percent to the Marketing budget due to inflationary increases.

The Capitol Corridor service will remain a part of the State’s IPR system, and pursuant to the ITA, the service will continue to receive annual funding appropriations from the State. To that end, the CCJPA will provide the level of service consistent with funding appropriated by the Legislature and allocated by the State. Any cost savings realized by the CCJPA or revenues exceeding business plan projections during the term of the ITA will be used by the CCJPA for service improvements.



### **CCJPA Supplemental Allocations**

CCJPA receives additional annual supplemental allocations from Caltrans for special projects that benefit the Capitol Corridor service and are not included in the core CCJPA annual operating budget. These CCJPA Supplemental Allocations are listed in Table 9-1.

#### *Minor Capital Projects*

Minor capital projects are small projects to improve Capitol Corridor passenger rail facilities and operations that are less than \$388,000. Recent examples of minor capital projects include the installation of signage at stations, installation of fencing along the Capitol Corridor route, and the repair of vandalized station bike eLockers.

#### *Capitalized Maintenance*

Refer to the description in Chapter 4, Railroad Infrastructure Maintenance and Improvements section.

### **California Intercity Passenger Rail (CA IPR) Support Supplemental Allocations Requested by CCJPA**

CCJPA receives additional annual supplemental allocations from Caltrans for special projects that benefit the CA IPRs, including CCJPA, SJJPA, and LOSSAN, and are led by CCJPA. These CA IPR Supplemental Allocations are listed in Table 9-1 and described below.

#### *Northern California Onboard Wi-Fi*

In 2018, CCJPA transferred the provision of third-party onboard Wi-Fi and its associated management expenses for the two Northern California State-supported intercity passenger rail services (Capitol Corridor and San Joaquins) from Amtrak to the CCJPA. There has been an understanding that the Southern California Pacific Surfliner may eventually join under CCJPA’s oversight, but this has not transpired to date. Funding for the provision of onboard Wi-Fi was formerly included in the Amtrak Operating budget and has since been funded to CCJPA as a CA IPR Supplemental Allocation. As part of this shift, CCJPA procured a Next Generation onboard Wi-Fi service provider and a Wi-Fi service oversight contractor. CCJPA transitioned to Next Generation Wi-Fi for the Northern California fleet in 2020. In 2022, notable features leveraging the initial Wi-Fi investment were launched to sustain and modernize operations, such as contactless EMV readers used with Cal-ITP.

Additionally, CCJPA will oversee the Wi-Fi installation for the new Siemens “Venture Cars” fleet that will be part of the SJJPA operation. Unfortunately, due to the unforeseen delays in the delivery of the Venture Cars, there have been budgetary adjustments as equipment and labor costs rose over the years of delay. These updated costs and the actual delivery of two full Venture Car trainsets have now been captured and paid out using funds received in FY 2023-24.

The funding request for FY 2025-26 for the Northern California Onboard Wi-Fi program is listed in Table 9-1 and is inclusive of the capex and operating payments to the Wi-Fi service provider for the Northern California fleet, comprised of bi-level and the (anticipated) new Siemens Venture Cars, a new set of Stadler (SEMU) cars in the initial design stages needing Wi-Fi consultation, the Wi-Fi oversight provider, cellular SIM costs, maintenance of two legacy Wi-Fi systems, and CCJPA’s estimated project labor costs. CCJPA and SJJPA marketing and communications managers have also included updated costs for the Wi-Fi portal pages, which are necessary for planned updates and delivered content. The 63% increase in Onboard Wi-Fi forecasts for FY 2025-26 as compared to FY 2024-25 is primarily due to necessary planned capital improvements to updated aging hardware and to support higher efficiencies and bandwidth such as access point and 5g modem upgrades to support changing technologies and higher bandwidth, Digital Trainline System (DTL) replacement that is critical for car to car connectivity, and Glocol commercial deployment to make progress on real-time passenger counting to provide customers real-time car occupancy and support other operational enhancements.

*California Passenger Information Display System*

Table 9-1 includes a request for operating funding support for both the legacy and modern (upgraded) California Passenger Information Display System for the California IPRs as described below.

**Legacy California Passenger Information Display System (PIDS)** - In FY 2023, CCJPA assumed the management responsibilities of the existing (legacy) CA PIDS for the CA IPR system, including Capitol Corridor, the San Joaquins, and the Pacific Surfliner, which were formerly supported by Amtrak and funded under the Amtrak Operating allocation. As part of this management shift, CCJPA entered into new contracts with the vendors who support the regular oversight, operations, and maintenance of CA PIDS. While the PIDS Modernization project is being implemented, the legacy CA PIDS needs to be kept operational for critical passenger information at stations. The funding request for FY 2025-26 and FY 2026-27 for the CA PIDS management and O&M for CCJPA, SJJPA, and LOSSAN is listed in Table 9-1 under the IPR Support Supplemental Allocation section and includes funding for vendor costs and CCJPA labor costs for program administrative management. As CalPIDS Modernization is implemented across different rail corridors, the cost of maintaining the existing CA PIDS is expected to decrease over time, while costs for maintaining the new PIDS will increase as the modern PIDS is implemented.

**CalPIDS Modernization** - The legacy CA PIDS was originally implemented in the early 2000’s, and both the hardware and software components of the system are reaching useful end-of-life. CCJPA is leading procurement of new PIDS hardware and software for multiple rail agencies in California. CCJPA is partnering with SJJPA, the San Joaquin Regional Rail Commission (management agency of the Altamont Corridor Express, or ACE), and the North County Transit District (NCTD) to modernize PIDS across State-supported intercity passenger rail services, with implementation ongoing through FY 2025-26 and FY 2026-27. This project also involves bringing improved telecommunications services to stations on the Capitol Corridor, San Joaquins, and ACE. In FY 2025, the first phase of CalPIDS implementation should be complete at all Capitol Corridor stations and implementation planned or started at San Joaquins and ACE stations. Operating funding support for modern CalPIDS management and maintenance for both CCJPA and SJJPA is included in Table 9-1.

*California Integrated Travel Program (Cal-ITP)*

As described in Section 4 under Service Amenity Improvements, CCJPA serves as the fiscal sponsor for a CalSTA- and Caltrans-led, multi-agency initiative to research, develop, and implement an Integrated Travel Program (Cal-ITP) that will enable California residents and visitors to plan and pay for travel across multiple modes of transportation, including buses, metro, light and intercity rail, paratransit, bike hire, and ride-hailing services in California. While CCJPA will continue to work with the State to support this effort, we are also working with CalSTA and Caltrans DRMT to explore governance options so that the fiscal oversight of Cal-ITP can eventually be handed off from CCJPA.

The Minimum Viable Product (MVP) or pilot test for the CA IPR system commenced for the Capitol Corridor service in March 2023. Funding to support the MVP in FY 2023-24 and FY 2024-25 was included under the CalITP supplemental allocation funding request. For FY25-26 and FY2026 -27, funding to support Tap2Ride is incorporated in the Direct Operations forecast in Table 9-1.

We anticipate the need for support through FY 2025-26; however, into FY 2026-27, CalSTA and Caltrans have objectives to incorporate all Cal-ITP elements into State agency programs. Funding for CalITP is reflected in Table 9-1. It is important to note, however, that funding for CalITP for FY 2024-25 includes Tap2Ride funding. The funding request for CalITP in FY 2025-26 and FY2026-27 does not include funding for Tap2Ride, however, the amount requested for FY 2025-26 is reduced by unexpended prior year funding for CalITP and Tap2Ride.

**California Intercity Passenger Rail (CA IPR) Support Supplemental Allocations Requested by San Joaquins Joint Powers Authority (SJPA) on Behalf of CCJPA**

*Northern California Rail Fleet Maintenance*

As described in Section 7, CCJPA will enter into a joint services agreement with SJPA for the maintenance of the Northern California rail fleet through its third-party maintainer. This transition will allow both Capitol Corridor and San Joaquins services adhere to higher quality maintenance standards and be more agile with overhaul projects. As of this writing, the expectation is that CCJPA will transition to the new third-party maintainer from Amtrak at the beginning before the end of FY 2024-25.

As a result of this change, there will be a reduction in Amtrak operating costs for equipment maintenance as compared to historical funding requests, and CCJPA's funding requirement for Amtrak Operations is reduced by the costs that will be paid to the new maintainer. Given that SJPA will hold the new maintenance contract for equipment used in the Capitol Corridor service, SJPA requested funding on behalf of Capitol Corridor for equipment maintenance costs in its FY 2024-25 ABP and will continue to do so in FY 2025-26 and FY 2026-27 and going forward under the Joint Services Agreement between CCJPA and SJPA. The amount requested by SJPA on behalf of CCJPA for these services is reflected in Table 9-1 as Train Equipment Maintenance. Note that this amount is not included in CCJPA's funding request.



<b>Table 9-1</b>			
<b>CCJPA FY 2025-26 &amp; FY 2026-27</b>			
<b>DRAFT FUNDING &amp; SUPPLEMENTAL ALLOCATION REQUEST - APRIL 2025</b>			
<b>Capitol Corridor Service</b>	<b>AUTHORIZED</b>	<b>PROPOSED</b>	<b>PROPOSED</b>
	<b>FY 2024-25 Budget <i>Reduced Service</i></b>	<b>FY 2025-26 Budget <i>Pre-Pandemic Service</i></b>	<b>FY 2026-27 Budget <i>Pre-pandemic</i></b>
<b>TRAIN SERVICE BY ROUTE</b>			
Sacramento-Oakland			
Weekday	24 Current / 30 Planned	30	30
Weekend	22	22	22
Oakland-San Jose			
Weekday	12	14	14
Weekend	14	14	14
Sacramento-Roseville			
	2	2	2
Roseville-Auburn			
	2	2	2
<b>RIDERSHIP</b>	1,196,448	1,190,851	1,286,119
<b>FUNDING REQUEST</b>			
<b>Operating</b>			
Amtrak Operating Expenses	\$ 55,044,968	\$ 57,803,484	\$ 59,391,638
Amtrak Operating Revenue	\$ (26,819,910)	\$ (30,631,001)	\$ (31,616,258)
<sup>1</sup> Operating Subsidy - Amtrak (Expenses less revenue)	\$ 28,225,058	\$ 27,172,482	\$ 27,775,381
<sup>2</sup> Train Equipment Maintenance	\$ 12,646,693	\$ 16,443,955	\$ 17,101,713
<sup>3</sup> Direct Operations	\$ 831,258	\$ 2,795,850	\$ 2,547,068
Information Customer Support Services	\$ 1,526,068	\$ 1,587,111	\$ 1,650,595
<b>CCJPA Administrative Management</b>			
Administration	\$ 4,260,201	\$ 4,515,813	\$ 4,696,446
Marketing	\$ 1,683,970	\$ 1,717,649	\$ 1,717,649
<sup>4</sup> <b>TOTAL CCJPA Admin &amp; Operating Allocation</b>	<b>\$ 36,526,555</b>	<b>\$ 37,788,905</b>	<b>\$ 38,387,139</b>
<b>CCJPA SUPPLEMENTAL ALLOCATION</b>			
Minor Capital	\$ 500,000	\$ 500,000	\$ 500,000
Capitalized Maintenance	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
<b>TOTAL CCJPA Supplemental Allocation</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>
<sup>5</sup> <b>CA INTERCITY PASSENGER RAIL (IPR) SUPPORT</b>			
Northern California Onboard Wi-Fi	\$ 3,074,776	\$ 5,013,728	\$ 4,450,319
<sup>6</sup> California Integrated Travel Program (CallTP)	\$ 7,000,000	\$ 7,196,285	\$ 5,784,991
Passenger Information Display System Support	\$ 2,031,945	\$ 1,839,779	\$ 1,432,354
<b>TOTAL CA IPR Supplemental Allocation</b>	<b>\$ 12,106,721</b>	<b>\$ 14,049,792</b>	<b>\$ 11,667,665</b>
<sup>4</sup> <b>Total Funding Request</b>	<b>\$ 50,133,276</b>	<b>\$ 53,338,697</b>	<b>\$ 51,554,803</b>

**Table 9-1 Funding Request Footnotes**

1. The FY 2024-25 Amtrak Operations forecast assumes restoration of train service levels to pre-pandemic levels of 30 weekday/22 weekend in March of 2025, and the FY 2025-26 and FY 2026-27 forecasts assume full train service levels for the full year. Forecasts for Amtrak Operations are based on the Cost Optimization Strategic Initiative (COSI) model outputs developed by California Department of Transportation (Caltrans) Division of Rail and Mass Transit (DRMT) along with the California Intercity Passenger Rail Joint Powers Authorities, including CCJPA. Amtrak estimates commencing in FY 2024-25 do not include train equipment maintenance which will be provided by a new maintainer.
2. The new equipment maintenance contract for the Northern California Fleet has been procured by San Joaquin Joint Powers Authority (SJJPA) who will manage the contract and request funding in its Annual Business Plan process.
3. Direct Operations captures operating expenses that were formerly included in the Amtrak Operating contract, as well as other direct operating expenses, such as bus partnerships, station contracts, transit transfers, rail safety, and system monitoring. The FY2025-26 and FY2026-27 Direct Operations funding request includes Tap2Ride expenses, which were formerly funded under the CA Intercity Passenger Rail Supplemental allocation for CalITP.
4. Total Funding Requests do not include the Train Equipment Maintenance budget which is being requested on behalf of CCJPA by SJJPA.
5. CA Intercity Passenger Rail (IPR) Support Supplemental Allocation is funding to support CCJPA-led projects that benefit the three California IPRs including the Capitol Corridor, the San Joaquins, and the Pacific Surfliner.
6. FY 2024-25 request for California Integrated Travel Program includes funding for Tap2Ride, Capitol Corridor's implementation of contactless payments on CC trains, and is reorganized for FY2025-26 & FY2026-27 to be included under Direct Operations.

## 10. Separation of Funding

As identified in the Joint Exercise of Powers Agreement (JEPA) for the CCJPA, the Controller-Treasurer of the Managing Agency of the CCJPA will perform the functions of Treasurer, Auditor, and Controller. The prior agreement between the San Francisco Bay Area Rapid Transit District (BART) and CCJPA, wherein BART serves as the CCJPA's Managing Agency, was first renewed in February 2005 for a five-year term through February 2010. Subsequently, it was renewed for another five years for the period of February 2010 through February 2015. These five-year terms are consistent with AB 1717, enacted in September 2003, which allows the CCJPA Board five years to monitor BART's performance as the Managing Agency. In November 2019, the CCJPA Board approved a five-year term with BART for the period of February 20, 2020 through February 19, 2025. This action was supported by BART's Board in December 2019. In November 2024, the CCJPA Board approved an additional five-year term through February of 2030.

As identified in the ITA, the State performs audits and reviews of CCJPA's service-related financial statements. In addition, the CCJPA requires that the Controller-Treasurer provides an annual independent audit of the CCJPA's accounts within six months of the close of the State fiscal year. BART has established appropriate accounting and financial procedures to ensure that funds secured by the CCJPA during FY 2025-26 and FY 2026-27 to support the Capitol Corridor are solely expended to operate, administer, and market the service.

## 11. Consideration of Other Service Expansions and Enhancements

This section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2025-26 and FY 2026-27 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements. The CCJPA CIP is fully aligned with the goals of the 2024 State Rail Plan, which includes integration of rail services (high-speed rail, intercity and regional rail, and integrated express buses) and the development of multimodal connection points across the State that allows for convenient and timed transfers between different transit services and modes.

The 2024 State Rail Plan, developed by CalSTA and Caltrans Division of Rail, envisions a larger-scale passenger and freight rail network in California. The Plan incorporates not only the IPR services but also the planning efforts for the California High-Speed Rail system. The leadership demonstrated by CalSTA, as expressed through the 2024 State Rail Plan, is advancing the concepts of State rail planning and has influenced the funding awards CCJPA has received from Cap and Trade, as well as under SB1.

### **Megaregional Rail Planning & Vision Plan Update**

In November 2014, the CCJPA Board adopted the Vision Plan Update, and in November 2016, it adopted the Vision Implementation Plan that directed the CCJPA to plan the future of Capitol Corridor service within a larger Northern California megaregional context. This endeavor includes exploring cross-bay connections in the San Francisco Bay Area and connections with passenger rail services in the San Joaquin Valley. In 2018, the State published a State Rail Plan that supported actions within the CCJPA Vision Implementation Plan and encouraged cooperation among Northern California rail providers within a Northern California Megaregional context. The revised Plan published in 2024 lays out a vision for a future electrified passenger rail network and supports major rail investments to support increasingly greater levels of train service.

The long-term vision for the Capitol Corridor fundamentally involves developing the service where frequency is not limited by existing host railroad agreements, currently capped at 15 roundtrips between Sacramento and Oakland. Instead, the vision is for a service with 15-minute frequencies during peak hours, and one where higher-speed service (up to potentially 150 mph – electrified service) is permitted. This vision was first examined at a high level in the Vision Plan Update where core concepts were studied, and several viable alignment alternatives were moved forward to the next step. The next step, the Vision Implementation Plan, eliminated alternatives to one alignment via a phased and detailed engineering and operations level analysis. By identifying a path to a railroad corridor under public control, the implications for layering intercity, commuter, and even high-speed rail are all viable potential outcomes consistent with the objectives of the 2024 State Rail Plan.

CCJPA has been officially identified as part of the Federal support for intercity rail planning through the Corridor Identification and Development Program (Corridor ID). In conjunction with Caltrans, CCJPA anticipates that the Corridor ID program will build upon the Vision Plan with far greater and robust analysis that was possible given the limited Vision Plan budget. The Corridor ID planning efforts will include the existing Capitol Corridor route, the new crossing between Oakland and San Francisco (Link21), as well as new markets passing through communities into Reno, Nevada, and California communities leading to Novato and Salinas. This analysis will be crucial in developing a capital investment and operating plan strategy that can sustain Capitol Corridor's service improvement plans for the next twenty years.

CCJPA is working with BART on the planning of a New Transbay Rail Crossing – an opportunity for a passenger rail crossing between Oakland and San Francisco. This approach aligns with the Core Capacity Study needs identified in the Metropolitan Transportation Commission (MTC)-led study and with the CCJPA Board's direction to study a conventional rail crossing in support of an expanded rail network as described in the 2024 State Rail Plan. The context of the 21-county Northern California Megaregion is the backdrop for the planned incremental program development steps for this megaproject. The project is in a transition phase with the expectation that CCJPA will take a more significant role in future project development.

**Rail Service Expansion Planning**

Most recently revised in February 2019, the CCJPA’s Train Station Policy supports future extensions to new markets beyond the Capitol Corridor or new locations within the existing route. This policy encourages partnerships between several passenger rail services and local and regional transportation agencies. The updated CCJPA Train Station Policy presents an improved process to consider new station viability, benefit, and integration into the Capitol Corridor route. It clarifies the process of establishing a potential new station and of developing the funding program to support the development of new stations along the

route. On February 12, 2020, the CCJPA Board approved a candidate station status to the City of Hercules, pursuant to the new Train Station Policy. The City of Hercules will continue to pursue funding for station development and travel time mitigation.



# APPENDICES

## Appendix A

### Historical Service Statistics

Fiscal Year	Daily Trains	Total Ridership	% Change Prior Year	Riders Per Day	Revenue	% Change Prior Year	Operating Expenses	% Change Prior Year	Farebox Ratio	State Funding Requirement
SFY 91/92 (a)	6	173,672	--	864	\$1,973,255	--	\$4,848,967	--	41%	\$1,592,907
SFY 92/93	6	238,785	--	650	\$2,970,103	--	\$8,333,093	--	36%	\$6,712,017
SFY 93/94	6	364,070	52.5%	1,000	\$3,598,978	21.2%	\$9,911,735	18.9%	36%	\$6,714,761
SFY 94/95	6	349,056	-4.1%	960	\$3,757,146	4.4%	\$9,679,401	-2.3%	39%	\$6,012,315
SFY 95/96 (b)	8	403,050	15.5%	1,100	\$4,805,072	27.9%	\$11,077,485	14.4%	43%	\$6,434,940
SFY 96/97	8	496,586	23.2%	1,360	\$5,938,072	23.6%	\$20,510,936	85.2%	29%	\$9,701,519
FFY 97/98 (c)	8	462,480	-6.9%	1,270	\$6,245,105	5.2%	\$20,527,997	0.1%	30%	\$11,404,143
FFY 98/99 (d)	10/12	543,323	17.5%	1,490	\$7,314,165	17.1%	\$23,453,325	14.3%	31%	\$16,022,024
FFY 99/00 (e)	12/14	767,749	41.3%	2,100	\$9,115,611	24.6%	\$25,672,749	9.5%	36%	\$16,440,540
FFY 00/01 (f)	14/18	1,073,419	39.8%	2,941	\$11,675,117	28.1%	\$28,696,741	11.8%	41%	\$17,680,477
FFY 01/02	18	1,079,779	0.6%	2,960	\$12,201,602	4.5%	\$32,842,038	14.4%	37%	\$20,590,919
FFY 02/03 (g)	18/20/22/24	1,142,958	5.9%	3,130	\$12,800,469	4.9%	\$36,469,383	11.0%	35%	\$21,540,910
FFY 03/04	24	1,165,334	2.0%	3,190	\$13,168,373	2.9%	\$35,579,266	-2.4%	37%	\$22,708,181
FFY 04/05	24	1,260,249	8.1%	3,450	\$15,148,333	15.0%	\$35,110,571	-1.3%	43%	\$19,962,238
FFY 05/06 (h)	24/32	1,273,088	1.0%	3,490	\$16,014,636	5.7%	\$35,147,033	0.1%	46%	\$19,132,397
FFY 06/07	32	1,450,069	13.9%	3,970	\$19,480,992	21.6%	\$40,533,332	15.3%	48%	\$21,052,340
FFY 07/08	32	1,693,580	16.8%	4,640	\$23,822,862	22.3%	\$43,119,290	6.4%	55%	\$22,265,039
FFY 08/09	32	1,599,625	-5.5%	4,383	\$23,505,602	-1.3%	\$50,159,032	16.3%	47%	\$25,113,642
FFY 09/10	32	1,580,619	-1.2%	4,330	\$24,372,185	3.7%	\$52,843,973	5.4%	46%	\$27,499,149
FFY 10/11	32	1,708,618	8.1%	4,681	\$27,176,573	11.5%	\$56,699,385	7.3%	48%	\$29,158,222
FFY 11/12 (i)	32/30	1,746,397	2.2%	4,785	\$29,200,000	7.4%	\$59,035,857	4.1%	49%	\$29,606,390
FFY 12/13	30	1,701,185	-2.6%	4,661	\$29,186,617	0.0%	\$60,472,128	2.4%	48%	\$29,110,318
FFY 13/14 (j)	30	1,419,084	-16.6%	3,888	\$29,177,880	0.0%	\$58,063,314	-4.0%	50%	\$28,421,000
FFY 14/15	30	1,474,873	3.9%	4,041	\$30,092,694	3.1%	\$57,586,946	-0.8%	52%	\$32,595,784
FFY 15/16	30	1,560,814	5.8%	4,276	\$32,187,647	7.0%	\$58,034,765	0.8%	55%	\$25,847,118
FFY 16/17	30	1,607,277	3.0%	4,403	\$33,968,835	5.5%	\$56,644,500	-2.4%	60%	\$22,675,665
FFY 17/18	30	1,706,849	6.2%	4,676	\$36,305,769	6.9%	\$61,221,333	8.1%	59%	\$24,915,564
FFY 18/19	30	1,777,136	4.1%	4,869	\$38,109,114	5.0%	\$62,492,832	2.1%	61%	\$24,383,718
FFY 19/20 (k)	30/10/16	898,007	-49.5%	2,460	\$20,364,433	-46.6%	\$48,744,937	-22.0%	42%	\$28,380,504
FFY 20/21 (l)	22/18	354,373	-60.5%	971	\$8,869,808	-56.4%	\$42,055,480	-13.7%	21%	\$33,185,672
FFY 21/22 (m)	22/18	705,365	99.0%	1,933	\$17,795,622	100.6%	\$50,983,505	21.2%	35%	\$33,187,883
FFY 22/23	22/18	921,105	30.6%	2,524	\$23,050,510	29.5%	\$60,021,847	17.7%	38%	\$36,971,337
FFY 23/24	22/18	1,032,633	12.1%	2,829	\$27,301,749	18.4%	\$59,860,805	-0.3%	46%	\$32,559,056

SFY = State Fiscal Year (July 1- June 30)

FFY = Federal Fiscal Year (October 1 -September 30)

a. Statistics available for partial year only because service began in December 1991.

b. Increase to 8 trains began in April 1996.

c. Statistics presented for FFY 97/98 and each subsequent FFY to conform with Performance Standards developed by BT&H.

d. 10 trains began on October 25, 1998 and 12 trains began on February 21, 1999.

e. 14 trains began on February 28, 2000 .

f. 18 trains began on April 29, 2001.

g. 20 trains began on October 27, 2002; increase to 22 trains began on January 6, 2003; increase to 24 trains began on April 28, 2003.

h. 32 trains began on August 26, 2006 (with increase to 14 daily trains to/from San Jose).

i. 30 trains began on August 13, 2012 (service optimization with re-opening of the Sacramento Valley Station platform).

j. Starting in FY 2014 Amtrak adjusted ridership reports to account for the actual tickets lifted via the scanning of tickets by the conductors, which results in ridership forecasts and reports that are 15%-20% below previous forecasts and reports. Previously, multiride tickets were not directly logged into the system but the passenger counts for multiride tickets were estimated based on assumed inflated usage. Prior year % change is made using adjusted FY 12/13 ridership.

k. Due to the COVID-19 global pandemic, train service was reduced to 16 weekday/10 weekend trains. \$8.5 m in federal CARES Act funding helped to offset State Costs and supplement revenue loss due to the drastic decline in ridership.

l. In response to slow recovery from the COVID-19 global pandemic, train service was increased to 22 weekday/18 weekend trains. \$13.5 m in federal CRRSA funding and \$13.5 m in federal ARPA funding helped to offset State Costs and supplement revenue loss due to the decline in ridership.

m. Operating costs were offset by federal COVID relief ARPA funding in the amount of \$4.3 m.

\*Numbers are an estimate until we receive Amtrak's Final Reconciliation for FY24.

## Appendix B

CCJPA CAPITAL PROJECTS February 2025						
Project Name	Project Description	Projected Completion	CCJPA Secured Funds	Partner Contribution	Total Project Cost	Fund Source
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, which will improve operational efficiency and service reliability and facilitate intermodal connections to the SF Peninsula.	Environmental: Nov-24 Design: June-30 Construction: Dec-34*	\$ 173,820,000	N/A	\$ 990,400,000	Measure BB, RM3, SRA, STIP, TIRCP, CCJPA Operating
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.	Environmental: Apr-25 Design: Jun-26 Construction: Dec-29	\$ 213,990,000	N/A	\$ 228,990,000	CalTrans, CRISI, ITIP, TIRCP, CMAQ, Prop 1A, Prop 1B, SRA, CCJPA Operating
SR84 Intermodal Bus Facility	New intermodal bus facility on SR 84 adjacent to the proposed Ardenwood Station (South Bay Connect), improves operational efficiency for transbay buses and shuttles.	Design: Jul-29 Construction: Feb-32	\$ 9,280,000	N/A	\$ 140,080,000	TIRCP
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 Construction: Dec-25	\$ 8,266,838	\$ 3,250,000	\$ 15,815,577	Amtrak, PTA, Caltrans, SRA, UPRR, CCJPA Operating
Agnew Siding	Design and construct 2,000' siding in the vicinity of the Santa Clara Great America Station.	Design: Mar-25 Construction: Sept-26	\$ 8,816,552	N/A	\$ 11,647,620	SRA, Prop 1A, CCJPA Operating
Stege Signal Improvements	Improvements to the railroad signal system in the vicinity of Richmond station which will result in improved reliability and better on-time performance.	Jun-24	\$ 5,570,000	\$ 920,000	\$ 7,590,000	PTA, UPRR, Caltrans, SRA, CCJPA Operating
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: Mar-25 Construction: Sept-26	\$ 5,350,000	N/A	\$ 5,350,000	Capitalized Maintenance
CCJPA Station Improvements	Station improvement projects for improved passenger comfort, safety, state-of-good repair, and Americans with Disability Act (ADA) accessibility at Capitol Corridor stations.	Ongoing	\$ 1,500,000	N/A	\$ 1,500,000	SRA
Grade Separation and Safety	Promote safety improvements to existing grade crossings, promote grade separations, and promote grade crossing closures along the Capitol Corridor route in partnership with local agencies.	Ongoing	\$ 1,650,000	N/A	\$ 1,650,000	SRA
Infrastructure Reliability	Capital investment to keep these bridges and structures in serviceable and safe condition.	Ongoing	\$ 4,200,000	N/A	\$ 4,200,000	SRA
Strategic Operations Enhancement	To explore opportunities to more efficiently deliver elements of service provide on the corridor.	Ongoing	\$ 666,666	N/A	\$ 666,666	SRA
Right-Of-Way Safety Improvement Program	Includes installation of security fencing at three identified priority locations: Oakland to Fremont, Richmond to Emeryville, and Fairfield to Suisun City. (Recently awarded CRISI funding)	Project Pending Grant Acceptance Process	\$ 20,000,000	N/A	\$ 25,000,000	CRISI, SRA
<b>CAPITAL PROJECT TOTAL</b>			<b>\$ 453,110,056</b>	<b>\$ 4,170,000</b>	<b>\$ 1,432,889,863</b>	

\*CCJPA is working to pull in timelines subject to federal and state funding availability

CAPITOL CORRIDOR DRAFT FY 2025 -26 & FY 2026-27 ANNUAL BUSINESS PLAN – APRIL 2025

CCJPA ONGOING PROJECTS February 2025					
Project Name	Project Description	Projected Completion	Secured Funds	Total Project Cost	Fund Source
Right-Of-Way (ROW) Safety/Security - Clean-Up	UPRR ROW clean-up including vegetation removal, clean-up and encampment relocation (Annual State Rail Assistance funding)	Ongoing	\$ 1,014,393	\$ 1,014,393	SRA
Capitalized Maintenance	Track maintenance for State of Good Repair Program to maximize on-time performance (Annual Business Plan funding)	Ongoing	\$ 1,000,000	\$ 1,000,000	Capitalized Maintenance
Tap2Ride	Pilot program for contactless fare collection onboard the Capitol Corridor trains. (Annual Business Plan funding)	Ongoing	\$ 1,000,000	\$ 1,000,000	CalSTA, CCJPA Operating
UPRR Special Agents	Special Agents will be responsible for responding to incidents and providing improved safety and security services. (Annual State Rail Assistance funding)	Ongoing	\$ 500,000	\$ 500,000	SRA
<b>ONGOING PROJECT TOTAL</b>			<b>\$ 3,514,393</b>	<b>\$ 3,514,393</b>	

CCJPA-Led Projects Supporting the California Intercity Rail Services February 2025					
Project Name	Project Description	Projected Completion	Secured Funds	Total Project Cost	Fund Source
On-Board Wi-Fi for Northern California Fleet	Upgrade, provide, and manage On-Board Wi-Fi for the Northern California Fleet	Ongoing	\$ 3,074,776	\$ 3,730,005	CCJPA Operating
California Integrated Travel Program (CallTP)	Develop a governance structure and approach for a system that allows for seamless statewide travel and fare purchase across multiple agencies and modes	June-25	\$ 49,483,500	\$ 49,483,500	TIRCP, PTA, CalSTA, CDT, CARB
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, San Joaquins, ACE, and NCTD.	Construction: Sep-26 Operations: Ongoing	\$ 6,445,748	\$ 11,201,051	SRA, SJRRC, SJJPA, CCJPA Operating
California Passenger Information Display System (CalPIDs) Legacy	Support operations and maintenance of legacy CA-PIDS for CCJPA, SJJPA, and LOSSAN. Annual funding allocations by State.	September-25	\$ 661,198	\$ 661,198	CCJPA Operating
Sacramento Valley Station (SVS) Transit Center	Pass through grant to the City of Sacramento for improvements at the SVS	Jun-26	\$ 3,194,000	\$ 3,194,000	TIRCP
Network Integration	Support for initial Second Transbay Crossing study and Carquinez Strait Crossing Study	Aug-24	\$ 2,000,000	\$ 2,000,000	TIRCP
Link21 (New Transbay Rail Crossing)	Planning and implementation strategies for a new Transbay Rail Crossing (Annual Business Plan and TIRCP funding)	Ongoing	\$ 11,476,000	\$ 11,476,000	TIRCP, CalSTA Link21, CCJPA Operating
<b>CCJPA-LED INTERCITY PASSENGER RAIL SUPPORT PROJECT TOTAL</b>			<b>\$ 76,335,222</b>	<b>\$ 81,745,754</b>	





**CCJPA Annual Business Plan FY2025-26 and FY2026-27**  
 Public Comments and Staff Responses

February 10, 2025, through March 7, 2025

<b><u>VIRTUAL WORKSHOP #1: Monday, February 10, 2025</u></b>	
<b>1.</b>	<p><b>Q. (12)</b> Can you guys please add like 30 trains on the weekdays from San Jose to Emeryville and to Richmond like at 9:30am and going to San Jose at 10am and coming back from San Jose at 1pm to Fremont?</p> <p><b>A.</b> We are looking to fully restore service this Fall and get us that last round trip in the Fall. We are constrained and limited by the equipment. We are running our current service with eight train consists, which means one locomotive and usually four cars, sometimes five cars, which each train set.</p>
<b>2.</b>	<p><b>Q.</b> When is the Hercules Station for the CC going to be built?</p> <p><b>A.</b> The city is seeking additional funding for that project. The Hercules Station project is led by the city of Hercules and is eager to have a Station that serves San Joaquins and Capitol Corridor. However, it is limited by both funding availability and achieving the permission of the property owner, being Union Pacific, to build it. These are both challenges, and thus, I'm not sure of the city has identified an opening date.</p>
<b>3.</b>	<p><b>Q.</b> Can you upgrade the coastline with double tracking?</p> <p><b>A.</b> Assuming you're talking about between Oakland Coliseum and Santa Clara Great America stations, upgrading that line with double tracking would be beneficial and allow us to provide more service along that corridor. It's something that is constrained by the availability of funding to do so. It may take a long time and be expensive, however, it's something we are working towards with little steps--like with the Agnew Siding project.</p>
<b>4.</b>	<p><b>Q.</b> Will the dash 8s pull more Capitol Corridor passenger cars? When will they be overhauled?</p> <p><b>A.</b> Right now, we're using F59 locomotives, which are Tier 2 locomotives, and charger locomotives, which are Tier 4 locomotives. We have plans to overhaul first the F59 locomotives, which is a Caltrans-led effort, and will be presented at the February board meeting.</p>

<p><b>5.</b></p>	<p><b>Q.</b> Can Capitol Corridor please let people with learning disabilities work for the Railroad Capital corridor/Amtrak? I really would like to work for Capitol Corridor and learn some on hands experience. Can there be some tours for people who want to take a tour of the Oakland Facility and to see what new stuff coming for Capital Corridor?</p> <p><b>A.</b> We encourage people from all backgrounds to apply to transportation positions. We are hosted by BART so any positions related to CCJPA would be through BART HR. Amtrak also is always looking for talent from diverse backgrounds. Unfortunately, due to safety and security issues the Oakland Maintenance Facility is not open to the public.</p>
<p><b>6.</b></p>	<p><b>Q.</b> Schedules online dated January 2024 – why do you not have updated and current dated schedules online?</p> <p><b>A.</b> The schedules online should be updated. If you're seeing something that does not reflect that please let them know. As we update schedules, we'll update them online as well. We've moved away from having physical schedules at stations and have QR code instead to have more real time and accessible schedules. If you're having trouble with either of those let me know.</p>
<p><b>7.</b></p>	<p><b>Q.</b> I'd like to understand why the South Bay Connect Project remains in the 2025-27 business plan, given that the Metropolitan Transportation Commission's Plan Bay Area 2050+ Plan specifically deprioritized funding for South Bay Connect apparently in favor of the Irvington BART station). Its Transportation Project List calls for it to be open sometime between 2036-2050. If that is the timing, why would the JPA spend time and funding to engage in-depth planning and engineering design now for something that won't happen for 10-15 years from now, when the JPA has a variety of other funding needs?</p> <p><b>A.</b> The Metropolitan Transportation Commission is the agency for the Bay Area that's responsible for preparing the transportation plan for our nine county region. To be eligible for federal funding, projects need to be in that plan. They need to prepare a fiscally constrained plan. However, there's another category of projects that include South Bay Connect and Link21. That doesn't mean that these are not important project to the region, it just means they aren't in the fiscally constrained category. We still need to plan for these longer-term projects. They're complex, they still need funding, and we still need to spend time on them because they will provide significant benefits and improvements to our service. In the case of Link21, it can benefit multiple operators. Just because we focus on some projects that are in the near term, doesn't mean we lose sight on the other ones that are going to take longer to implement and take more coordination. That's the nature of capital projects, they take a long time, and we need to plan for the near-, mid-, and long-term.</p>

<p><b>8.</b></p>	<p><b>Q.</b> In Fremont, nobody knows when the trains are going to be on which track and I always have my scanner to hear the conductors to say they're on Track 1 or 2. Sometimes I have to guide people, I tell them saying what's on my scanner and tell them Train 724 or whatever is on this track.</p> <p><b>A.</b> Sometimes, Track one is used and sometimes Track two is utilized. We are looking to enhance and improve our passenger information display system to give passengers information when they arrive to our stations that have this configuration. Look to see more from us on that side. We try to stay consistent with where trains will be approaching, however, this is a limited side of the corridor with single tracking.</p>
<p><b>9.</b></p>	<p><b>Q. (4)</b> CCJPA Staff, Thank you for your service to all riders, especially Super Commuters. Thank you for requesting the City of Oakland to clear the dangerous Coliseum Amtrak encampment.</p> <p><b>A.</b> We are working with the City of Oakland, it is a city responsibility, and we're engaged with them and we are actively monitoring the situation.</p>
<p><b>10.</b></p>	<p><b>Q.</b> In what year could the Placer County riders expect the three round trips?</p> <p><b>A.</b> Sac to Roseville Third Track is a project that is geared to add two round trips up to Roseville from Sacramento, and then eventually up to 10 round trips. However, that's contingent on getting certain capitol projects completed and coordinating with Union Pacific.</p>
<p><b>11.</b></p>	<p><b>Q.</b> I really wish the Capital corridor could use clipper card for people with disabilities/learning disabilities.</p> <p><b>A.</b> The approach we're taking with Tap2Ride is that it would be an innovative way to provide equity solutions to people across different demographics and is part of a broader California Integrated Travel Program. Stay in touch with us about Tap2Ride and how it can help improve transportation across the state.</p>
<p><b>12.</b></p>	<p><b>Q.</b> Would you guys allow a railcam at any train stations like Fremont to watch the trains passing by at home?</p> <p><b>A.</b> Unfortunately, we don't allow external technology to be placed at stations. Generally, stations are owned by cities, so this type of request would go to whoever of the station is.</p>
<p><b>13.</b></p>	<p><b>Q.</b> Can you guys please reach out to my adult day program and ask them if what they like to see in regards to improvements for Capitol Corridor?</p> <p><b>A.</b> We can take this feedback and reach out as needed. If you would to provide our information or link to the Annual Business Plan, that's a great way to interact with us.</p>

<p><b>14.</b></p>	<p><b>Q. (4)</b> Can there be more cross-bay buses during the work week between San Francisco and Emeryville? Especially between 5-7pm. Please support any efforts to establish a Connector Bus to/from the 3rd floor Bus Deck at the Sales Force Transit Center (SFTC) with Emeryville Amtrak Station.</p> <p><b>A.</b> Thank you for your question. The San Francisco to Emeryville connection is the most expensive, per-rider connection. We're looking at how we're doing on demand and we're serving that bus route in the most efficient way we're able to do so with serving three buses, instead of the pre-pandemic eight buses. We're trying to work with AC Transit to provide solutions for open door service and passenger rail. We're looking to see what that cost looks like and if we can do that with our current contractor. This may result in an increase in fares, however, it's something that we may consider doing. It's unlikely we would add more buses considering the increase in cost.</p>
<p><b>15.</b></p>	<p><b>Q.</b> This question is more for the multi-riders. What should we do if our early morning connecting bus is a no-show? Can we get a partial reimbursement of our multi-ride pass? Thank you for your time.</p> <p><b>A.</b> Whenever this happens, please let us know so we can take this back to Amtrak. We try to ask them to offer something for the inconvenience.</p>
<p><b>16.</b></p>	<p><b>Q.</b> Tap2ride doesn't work for Sacramento to San Francisco so I end up using my tap card fewer times than I could if that were available.</p> <p><b>A.</b> It's not happening immediately, but this top on our list for Tap2Ride integration. The Emeryville to San Francisco buses will be first on our list for getting Tap2Ride readers on buses. I don't have a specific timeframe yet, but it will be out this year.</p>
<p><b>17.</b></p>	<p><b>Q.</b> I've been asking them to take the CC from Fremont to San Jose but our group is only from 7-1pm and I really wish my group can take the CC from Fremont to San Jose and Fremont to Emeryville and to Richmond for like a field trip</p> <p><b>A.</b> Thank you for your comment. Once we get back to full service this Fall, we want to get back to serving group travel as we used to pre-pandemic. We just need to make sure there's a sufficient number of trains and address time gaps. This is top of our list when looking at our schedule, so stay tuned.</p>

<p><b>18.</b></p>	<p><b>Q. (4)</b> Do you see the new administration affecting capitol corridor funding in the future? Does capitol corridor rely on federal funding?</p> <p><b>A.</b> We primarily rely on state funding. We've obtained federal funding for a couple projects. There is uncertainty on what changes with Amtrak corporate could bring to our service and we are working with them closely as changes develop. In terms of Capital funding, we received the first traunch of federal funding the last couple of years and we will be monitoring how federal funds are obligated in the coming months. We're also involved in the Corridor ID program which is a new Federal Railroad Administration project for planning and improvements for intercity passenger rail. That was created with the bipartisan infrastructure law and it funds states across the country. We're hoping that the current administration sees the value in continuing that program considering it benefits most of the states in this country. Luckily, most of our funding comes from the state.</p>
<p><b>19.</b></p>	<p><b>Q. (2)</b> I would like to see a 8 or 9 car consist on the Capital Corridor.</p> <p><b>A.</b> Thank you, we are wanting that as well. Unfortunately, due to the lengths of sidings and stations we are unlikely to run trains this long. 7 cars plus a locomotive is probably the limit. The comet cars may be used in Southern California until more equipment is available. Once we have secured either more equipment or the next generation equipment, the comet cars will be retired.</p>
<p><b>20.</b></p>	<p><b>Q. (3)</b> Who handles the parking payment machines at the Sacramento station lot? The new machines are having problems reading credit cards and also are rarely offering receipts. There is also a lack of parking space at Sacramento Station.</p> <p><b>A.</b> That is managed by the City of Sacramento. We can take that feedback to them and see what can be done to address that.</p>
<p><b>21.</b></p>	<p><b>Q.</b> Will you guys allow the news people just like they did with the Ho scale Bart cars can do the Same thing once these Capital Corridor Passenger toy trains debut?</p> <p><b>A.</b> We'll have to see what that is and if it's possible. We are a pretty small staff, so there's often many things we want to do but can't take them all on.</p>
<p><b>22.</b></p>	<p><b>Q.</b> Will the Summer Schedule be released in the spring? March?</p> <p><b>A.</b> Thank you for your question. On one front, we've been cautious about how we're approaching that question, but we want to get it done before the summer. Right now, the most realistic timeframe is probably in May. Stay in touch with us, and we'll be eager to post the schedule changes and usually post any schedule changes a month before they're in effect so you'll have time to digest the change.</p>

**VIRTUAL WORKSHOP #2: Friday, February 14, 2025**

<b>23.</b>	<p><b>Q.</b> What about federal equipment bidding or gone away?</p> <p><b>A.</b> We have not had any federal equipment purchases - these are all state owned trains and those procurements follow state processes - as long as the State funds those. Given the new administration we have no indications or direct actions that we have heard of related to equipment bidding - even if there was federal bidding. But usually it is the State who leads the procurement process.</p>
<b>24.</b>	<p><b>Q.</b> Can we improve ADA onboard?</p> <p><b>A.</b> We're working on modernization of a fleet. We're addressing the fact that our rail cars need refreshment and seeing what enhancements can be done. So we'll be keeping our eyes on how to make our trains more accessible and what ADA-related improvements we can make.</p>
<b>25.</b>	<p><b>Q.</b> Where Tap2Ride registration?</p> <p><b>A.</b> You can register on our website, though at the moment we are working on an improvement so it is not available right now. We expect it to be ready later on next week.</p>
<b>26.</b>	<p><b>Q. (3)</b> How is Tap2Ride different from Clipper? Why not use Clipper to integrate with other Bay Area transit agencies? Are there other initiatives to integrate better?</p> <p><b>A.</b> Tap2Ride takes advantage of the credit card you have in your wallet which has a contactless loop payment. Clipper is a closed loop system. We didn't go with Clipper because we aren't exclusively in the Bay Area, we extend to Sacramento. We got involved with Cal-ITP and thought that was the best option, allowing people to use a card they already have.</p>
<b>27.</b>	<p><b>Q.</b> Latest for Roseville? What is the soonest it can be done?</p> <p><b>A.</b> Soonest that could open would be 2034, however, we are unsure. There's been some regulatory requirements that required us to stop, we had to wait for NEPA to play out and thus we had to wait in design and delay the project. Presuming we have a good federal funding involvement, we can maybe get more funds for the project to address the inflation gap caused by the delay.</p>

<p><b>28.</b></p>	<p><b>Q.</b> What is the relationship between Capitol Corridor, Amtrak, and Caltrans?</p> <p><b>A.</b> Capitol Corridor is funded by the State of California and is distinct from Amtrak long distance service like the Zephyr or Coastal Starlight. We contract Amtrak to serve the Capitol Corridor route, which is paid for by our California tax dollars. Long distance trains are federally funded and paid for services. Caltrans originally managed the service but was handed over in 1988 to the Capitol Corridor Joint Powers Authority to manage. The main thing Caltrans is responsible for is the maintenance overhaul and procurement of equipment and works with us on some other efforts.</p>
<p><b>29.</b></p>	<p><b>Q.</b> Many of us get commute ride tax benefit which are only applicable to clippers or I public transport payment cards. Those tax benefits cannot be added to personal credit card due to IRS policies, so Tap2Ride may be expensive for riders if only applicable to personal credit cards.</p> <p><b>A.</b> Commuter tax ride benefits can still be used for Amtrak tickets. Behind the scenes, the State of California is working with the companies that administer those benefits, and is looking to administer a card that has the ability to do Tap2Ride or open loop payments. Depending on the employer you're working with, you could still use Amtrak tickets or be reissued a credit card that has contactless payments that you could use Tap2Ride with.</p>
<p><b>30.</b></p>	<p><b>Q.</b> Is Capitol Corridor participating in the MTC wayfinding and signage improvement initiative?</p> <p><b>A.</b> Yes, we are doing that. They're working on a pilot and Suisun City Station will be a testing station in that deployment. We're involved in that and it'll be a project that happens for a number of years.</p>

<p><b>31.</b></p>	<p><b>Q. (2)</b> Few suggestions for Bike racks:</p> <p>(1) Few slots on the bike rack cannot be utilized because they are blocked by the door towards the seating area. If possible please remove this door or sliding cage to make more space for bikes.</p> <p>(2) Many people lock their scooters and foldable bikes in bike rack which can be easily stored in other places. Please mark separate area to lock scooters in luggage area that bike racks can be efficiently utilized for storing bikes.</p> <p>(3) Current bike racks have bike hooks aligned next to each other which leaves causes difficulty in loading/unloading bike. If you can stagger the hooks as in different heights as shown in this picture, more bikes can fit in single rack</p> <p><b>A.</b> There is a sliding door that has to stay in place because firearms can be transported on the train, but they have to be locked up. So, the door has to stay there for firearm travel. We can look at the opportunity to mark separate areas to lock scooters. We can do a public education and some marketing around that as well. We also id have some new designs that staggered and slightly angled the bikes. Alternating the heights of the original system is a possibility, but we're getting tight on the wheelbase. But that's a great suggestion we can look at. We continually monitor bikes, but this is a challenging subject. Keep the feedback coming. If you don't have room in the bike racks please stand with your bike, but please don't block the aisles.</p>
<p><b>32.</b></p>	<p><b>Q.</b> Nevada Rail want to add train to Carson city. Are we in sync with them?</p> <p><b>A.</b> Nevada Rail was/has been in the past involved with the potential to expand service to Reno but I have not heard of Carson City at all being mentioned</p>
<p><b>33.</b></p>	<p><b>Q.</b> Is the JPA exploring partnerships for TOD (Transit Oriented Development)?</p> <p><b>A.</b> We occasionally get interest from affordable housing projects. We don't explore them typically because we don't have land use control. But those who are looking to engage with a station will connect with us.</p>
<p><b>34.</b></p>	<p><b>Q.</b> Is there a way I can prebook my meal or food options along with my ticket? Will pre booking meal on regular basis help get some meal discounts/rebates?</p> <p><b>A.</b> We don't have that capability right now, but we will raise this with our partners at Amtrak. Thanks!</p>



<p><b>35.</b></p>	<p><b>Q.</b> Any progress Reno?</p> <p><b>A.</b> There's a corridor ID program from the federal government, and Reno is in that program. We are talking with the Reno and Tahoe and North Truckee areas to get that area primed to get good bus connections. We're also working with Union Pacific to get them aware of the potential extension to Reno. However, we are working on other project before Reno.</p>
<p><b>36.</b></p>	<p><b>Q.</b> Where does Emeryville go now?</p> <p><b>A.</b> We have a bus connection from Emeryville that goes to 505 Mission St in SF to the street.</p>
<p><b>37.</b></p>	<p><b>Q. (2)</b> I looked at the performance report for 2024 and it seems that Capitol Corridor has not fully recovered from the pandemic's ridership drop, although it has slowly begun to recover. What is the JPA's plan to continue to get the ridership back to 2019 levels or higher?</p> <p><b>A.</b> Our plan is to grow our ridership and get the word out about our service through marketing efforts. With people being called back into office or for folks who don't know about the service, there's opportunity for bringing in new riders. We are looking at ramping up our marketing efforts this Spring and Summer to make sure we attract more riders. Additionally, another thing that has hampered us having a schedule that fits people's needs. An effort we're engaging in will be asking riders for their feedback about upcoming schedule changes and making sure trains are in the right places. It's a challenge sometimes to adjust the schedules and make sure trains are in the right spots to serve our riders. We have a multi-pronged approach of adding more cars, increasing our service, new fare strategy, making sure it's easy to ride the train through the Tap2Ride program.</p>
<p><b>38.</b></p>	<p><b>Q.</b> Seniors need added help?</p> <p><b>A.</b> We do have a few discounts for seniors and we're looking at bringing back some promotional discounts for seniors. In terms of physical assistance, that is available through contacting station agent assistance or help desk if people need to be alerted that they need assistance from conductors. Conductors are also there to assist seniors and people with disabilities to board and get off the train safely.</p>
<p><b>39.</b></p>	<p><b>Q.</b> Need link board meeting</p> <p><b>A.</b> You can view that information here: <a href="https://www.capitolcorridor.org/ccjpa-board/">https://www.capitolcorridor.org/ccjpa-board/</a>.</p>

<p><b>40.</b></p>	<p><b>Q.</b> Some trains stop a bit away from center of platform station, which add delays as riders have to walk to the other end of station to embark trains. Can we please mark locations on station where each coach should stop for riders &amp; bikers to be prepared.</p> <p><b>A.</b> Thanks for your feedback we can look to see what we can do to address this.</p>
<p><b>41.</b></p>	<p><b>Q.</b> Like Capitol Corridor, what other California routes are funded by State?</p> <p><b>A.</b> The San Joaquin and The Pacific Surfliner.</p>
<p><b><u>Onboard Workshop #1: Thursday, February 13, 2025</u></b></p>	
<p><b>42.</b></p>	<p><b>Q.</b> Is Tap2Ride available California-wide?</p> <p><b>A.</b> Not yet, but the goal is to be able to seamless access public transportation throughout the State. Check out the Cal-ITP website.</p>
<p><b>43.</b></p>	<p><b>Q.</b> Can you use a device with Tap2Ride?</p> <p><b>A.</b> No, but Capitol Corridor is working with Apple and others to make this an option.</p>
<p><b>44.</b></p>	<p><b>Q.</b> What is the status of the rolling stock? Is there enough to return to full service?</p> <p><b>A.</b> Great question. We are working with the state and the two other JPA's (SJPA and LOSSAN) on the equipment redeployment as more SIEMENS venture cars go into service this year. The new SIEMENS venture cars that will be used on the SJPA service will free up equipment that will be redistributed to CCJPA and LOSSAN.</p>
<p><b>45.</b></p>	<p><b>Q. (2)</b> Will Capitol Corridor provide a shuttle to A's games?</p> <p><b>A.</b> Thank you for your question. We will be serving the games in Sacramento that fit within our current service pattern. We have evaluated the game schedule and our train service, and we do have opportunities to serve several games.</p>
<p><b>46.</b></p>	<p><b>Q. (2)</b> It would be nice to mitigate the bridge-lift issue.</p> <p><b>A.</b> We would love to have a schedule of maritime traffic, but unfortunately, that is not possible. Maritime traffic has priority over rail traffic and the bridge lift delays are a third party issue that we consistently work on. We are engaged with the bar pilots to mitigate bridge lifts as much as possible.</p>

<p><b>47.</b></p>	<p><b>Q.</b> Sometimes there is an awful smell on train coming from the toilets.</p> <p><b>A.</b> Thank you for your feedback. We will pass this onto Amtrak mechanical.</p>
<p><b>48.</b></p>	<p><b>Q.</b> I would like to see a more cohesive last-mile in San Jose or Santa Clara; maybe future enhancements can allow for BART and Capitol Corridor stations to be closer together.</p> <p><b>A.</b> Thank you for your comment. The main area where this might be possible long term is in the San Jose area.</p>
<p><b>49.</b></p>	<p><b>Q.</b> Where do we submit public comments about public transit services?</p> <p><b>A.</b> Through Capitol Corridor Board and city boards.</p>
<p><b>50.</b></p>	<p><b>Q.</b> Are there partnerships between cities and Capitol Corridor to ensure better transit connections? I am a Vacaville resident and I want good connections between Solano Transit and Capitol Corridor.</p> <p><b>A.</b> Thank you for your comment. Yes, we do partner with various transit agencies. We ask that you also provide feedback to your local transit agency as they control their Thruway bus connections.</p>
<p><b>51.</b></p>	<p><b>Q.</b> I am confused about the difference between Suisun-Fairfield and Fairfield-Vacaville. I would like to request a clarification of the city names</p> <p><b>A.</b> Thank you for your comment. We understand that this might be confusing. Name changes would require board action.</p>
<p><b><u>Onboard Workshop #2: Thursday, February 13, 2025</u></b></p>	
<p><b>52.</b></p>	<p><b>Q.</b> Is it possible to get Amtrak points while still doing Tap2Ride?</p> <p><b>A.</b> If you are using an Amtrak card, yes.</p>
<p><b>53.</b></p>	<p><b>Q.</b> I wish there was a coffee shop or place to eat at Sacramento Station. Even though there is a sandwich shop, it has limited hours and is not available in the early morning.</p> <p><b>A.</b> The City of Sacramento owns Sacramento Station. Any changes you would like to see to the station should be redirected to the city. Thank you for your comment.</p>

<p><b>54.</b></p>	<p><b>Q.</b> Could the quiet hours not go so far into the AM?</p> <p><b>A.</b> Thank you for your comment. We can consider doing a survey to poll what is the general interest on Quiet Car hours.</p>
<p><b>55.</b></p>	<p><b>Q.</b> Everytime I get to Davis, parking is full and I think that not all the people there are passengers. Is there anything that Capitol Corridor can do?</p> <p><b>A.</b> We can relay your message to the City of Davis as they manage the parking lot and ensure that they are enforcing parking to ensure that patrons are Capitol Corridor/Amtrak riders. Thank you for your comment.</p>
<p><b>56.</b></p>	<p><b>Q.</b> I would like to have the locks in the restroom fixed. There have been times where I noticed that it's not locking properly.</p> <p><b>A.</b> Thank you for your comment. We will relay that Amtrak mechanical to ensure bathroom door locks are being inspected and repaired.</p>
<p><b>57.</b></p>	<p><b>Q.</b> I would like to see healthier food options and possibly some gluten-free options at the Cafe.</p> <p><b>A.</b> Thank you for your question. We are consistently looking to refresh our options and we will look to see what type of shelf-stable, healthy options we can bring.</p>
<p><b>58.</b></p>	<p><b>Q. (3)</b> I've been riding the train from Richmond to Hayward for one year. I am concerned about South Bay Connect, I feel like I am voicing my concerns but not being heard. However, I advocate for Capitol Corridor because I dream of a world where people commute more. I think there was a bias in the way that South Bay Connect was presented and I believe Capitol Corridor's minds are made up about South Bay Connect. Why can't Hayward still be included as part of South Bay Connect?</p> <p><b>A.</b> The Hayward station is fundamentally on an existing rail line that is different than the rail line used in South Bay Connect so that is why can't both serve the existing station and also operate with a new station in Ardenwood on a different rail line. The CCJPA's Vision Plan identified the more direct Coast Subdivision, the rail line name where SBC would operate, as the objective for long-term growth in future service expansion. CCJPA is following that vision in pursuing the shift to the Coast Subdivision for operations and diversifying transit market options where BART largely serves that portion of Hayward. CCJPA's proposed move the Coast Subdivision does not preclude a future Hayward station on the Coast Subdivision if the City of Hayward were wanting to pursue a future station stop in Hayward.</p>

**Onboard Workshop #3: Wednesday, February 12, 2025**

<b>59.</b>	<p><b>Q.</b> Can you have non-dairy creamer as an option?</p> <p><b>A.</b> Thank you for your comment. We will do our best to bring dairy-free creamer to the Cafe.</p>
<b>60.</b>	<p><b>Q.</b> I saw roaches on 527 can you call an exterminator?</p> <p><b>A.</b> Thank you for your comment. We will relay that Amtrak mechanical to address this problem.</p>
<b>61.</b>	<p><b>Q. (2)</b> We need more bike storage. When I'm coming from San Jose the bicycle storage is full by the time I get to Santa Clara Station.</p> <p><b>A.</b> Thank you for your feedback. We will be doing a bike campaign to capture more broadly the passenger experience as it relates to bicycle usage, including storage at stations and onboard.</p>
<b>62.</b>	<p><b>Q.</b> When can we expect an increase of trains to Roseville?</p> <p><b>A.</b> Unfortunately, administrative process delays with funding agencies as well as inflationary costs of goods mean that CCJPA no longer has sufficient funds to complete the project in the original timeline of 2029. We anticipate it would be 2032 or later presuming the funding gap can be made up with future discretionary grant awards.</p>
<b>63.</b>	<p><b>Q.</b> I wish there was a way to be able to tag bikes with what station you're getting off at to be able to stack bikes, since bike storage is such an issue. Bike lockers can be limiting, some people are attached to their bikes and they want to bring their bikes on board.</p> <p><b>A.</b> Thank you for your feedback. We will be doing a bike campaign to capture more broadly the passenger experience as it relates to bicycle usage, including storage at stations and onboard. We value your suggestion and will see if concepts like the one you presented can be implemented.</p>
<b>64.</b>	<p><b>Q.</b> What does it mean to be a JPA? Is it a nonprofit? What makes it 'joint'?</p> <p><b>A.</b> Thank you for your comment. We are a public agency that is entirely state funded. A joint powers authority means that we have the powers given to us by the transportation agencies along our corridor, like SACRT, STA, BART, and VTA.</p>

<p><b>65.</b></p>	<p><b>Q.</b> I want more visibility around Capitol Corridor. I would love to see more Capitol Corridor billboards.</p> <p><b>A.</b> Thank you for your comment. We are actively working with our advertising agency to strengthen the Capitol Corridor brand through various promotional channels.</p>
<p><b>Zoho Form</b></p>	
<p><b>66.</b></p>	<p><b>Q.</b> Where can passengers see the passenger on-time performance for given days of the week for specific trains? I take the train from/to Davis/Emeryville. It feels like there are regularly delays for one reason or another. It feels like it's getting worse.</p> <p><b>A.</b> Thank you for the suggestion. This is something we can follow up with and we can see if we can provide these metrics on our Capitol Corridor website.</p>
<p><b>67.</b></p>	<p><b>Q.</b> Please consider adding a late-night train from the Bay Area back to Sacramento-- as a young person it's limiting to know that the latest train which leaves Richmond is around 8:30 PM. Having a train that left Jack London 1-2 hours later than Train 748 on weekends would be huge. Mr. Sanchez mentioned on the 2/14 workshop that Capitol Corridors would be consulting with a firm for polling about what additional times riders would prefer when it comes to adding new trains to the schedule. Please consider that people who are not adequately served by the current Capitol Corridor schedule might be underrepresented in this poll, and more ridership/demand could be captured by scheduling train times for them. Thank you.</p> <p><b>A.</b> For the near term schedule, this is something that may not be possible due to equipment constraints. For the Fall schedule, we can take your feedback and utilize it for the ridership polling that will inform the Fall implementation.</p>

<p><b>68.</b></p>	<p><b>Q.</b> I have felt a significant price increase in the last few years due to the more reflexive prices. It used to be \$35 one way. I don't think it's beneficial to create tap cards because it just creates an extra step, and many people buy last second or switch fares. I like the real time data however, and believe it is important to improve accessibility for passengers with disabilities. I think more than anything, cleanliness and safety need to be improved. Let's make the train system so great that people who don't truly need cars can go without. Strengthen ties through local news segments, blogs, partnership with Google Maps, and ride-sharing services. I would also love to see luggage carrying services to improve travel options. Train travel needs a rebrand on the level of airplane travel if it's really to take off. Also higher speed trains!! Especially in California. I've done LA to Sacramento before and it was horrible. Didn't feel secure leaving my luggage behind to grab food or use the restroom.</p> <p><b>A.</b> Thank you for participating in our Annual Business Plan Public Workshop and for sharing such thoughtful and detailed feedback. We truly appreciate your insights and are actively working on many of the suggestions you highlighted.</p>
<p><b>69.</b></p>	<p><b>Q.</b> Another request is to increase the Wi-Fi experience to have a superfast and reliable one as the speeds are not great. Thanks for considering my request and I hope these are taken to improve Capitol Corridor services.</p> <p><b>A.</b> We recently upgraded Wi-Fi in 2020, and we are looking to continue to improve this amenity.</p>
<p><b>Comments</b></p>	
<p><b>70.</b></p>	<p><b>Comment:</b> It's very encouraging that Capitol Corridor is going back to full-service. I like having more train options because sometimes I miss my train and need to figure out an alternative transportation method</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>71.</b></p>	<p><b>Comment:</b> I like the discounted fare for short-trips and balancing that with the increase in multi-ride fares</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>72.</b></p>	<p><b>Comment:</b> I try to steer clear of train 538 because it's always full</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>73.</b></p>	<p><b>Comment:</b> I miss the old Long Distance cars.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>

<p><b>74.</b></p>	<p><b>Comment:</b> I've been riding for years and this past week is the most I have seen Amtrak Police.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>75.</b></p>	<p><b>Comment:</b> Thank you for cleaning up Coliseum!</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>76.</b></p>	<p><b>Comment:</b> Being on the train is much better than AM radio and sitting in traffic.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>77.</b></p>	<p><b>Comment:</b> Capitol Corridor is very convenient and I have noticed the increase in ridership and I believe the increase in service will help bring back ridership even more.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>78.</b></p>	<p><b>Comment:</b> I enjoy riding the service to the Bay.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>79.</b></p>	<p><b>Comment:</b> I have used a version of Tap2Ride in Canada and enjoy traveling. I think it's a seamless way of doing it and I'm glad that California is doing something similar.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>80.</b></p>	<p><b>Comment:</b> I caught Capitol Corridor today to connect to the Zephyr and I rode with my grandson for fun.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>81.</b></p>	<p><b>Comment:</b> I have been riding the train from San Jose to Roseville and love it. I can't think of anything differently I would do to improve it.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>82.</b></p>	<p><b>Comment:</b> Capitol Corridor has been good to me.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>83.</b></p>	<p><b>Comment:</b> I enjoy riding Capitol Corridor a few times a year.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>84.</b></p>	<p><b>Comment:</b> I am excited about increasing cars to Train 538 and increasing service.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>



<p><b>85.</b></p>	<p><b>Comment:</b> Looking forward to more train options! Thank you for expanding the service, and simplifying ticket purchasing.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>86.</b></p>	<p><b>Comment:</b> Good service and free cookies.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>87.</b></p>	<p><b>Comment:</b> Everyone was very nice and welcoming!</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>88.</b></p>	<p><b>Comment:</b> Please keep servicing special events to Levi's and include guide and tips for first time riders. CC is the best way to get to Levi's from the Sacramento area and not contribute to the traffic jams in the bay</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>89.</b></p>	<p><b>Comment:</b> I just want to express my strong support for restoring pre-pandemic services. In particular, the additional service from Oakland to San Jose (train 525) in the mornings and train (545) in the afternoons. Also, train 544 should provide service from San Jose to Oakland in the afternoon. This would be really helpful to community members. These trains are so important in making sure people have reliable transportation in a sustainable way. Increasing trains services will help keep cars away from the road and alleviate congestion in this busy corridor. Thanks!</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>
<p><b>90.</b></p>	<p><b>Comment:</b> A train brand named Athearn Trains is making a toy train ho scale Capital Corridor passenger cars with real sounds and Digital Command Control 'DCC'.</p> <p><b>A:</b> Thank you for the feedback and for riding Capitol Corridor!</p>

## Top Questions

- (12) Comments and questions advocating for more train service, generally, with emphasis on having more service between Oakland to San Jose. Comments request increased train service that serves commuters.
- (4) Questions, concerns, and comments about safety and the cleanup at Coliseum Station.
- (4) Comments and questions around increasing bus service from Emeryville to San Francisco, as well as connecting to Salesforce Transit Center.
- (4) Concerns around how the current administration and federal funding will affect Capitol Corridor.
- (3) Questions around why Tap2Ride isn't including Clipper Card as a payment option.
- (3) Questions around South Bay Connect and whether Hayward station will be decommissioned.
- (3) Comments and concerns about parking space and payment at Sacramento.
- (2) Comments around increasing train set lengths (more coach cars) on Capitol Corridor.
- (2) Concerns around lack of bike storage onboard.
- (2) Specific suggestions for improving the bike racks onboard.
- (2) Questions around what Capitol Corridor will be doing to restore ridership to pre-pandemic levels.
- (2) Questions around whether Capitol Corridor will provide service to A's games.
- (2) Concerns about maritime traffic causing delays and affecting Capitol Corridor service.