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2





VI. Consent Calendar

1. Approve Minutes of the June 18, 2025 Meeting
2. Approve 2026 Board of Directors Meeting Schedule
3. Approve Agreements with Union Pacific Railroad (UPRR) for Federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) Funded Right-of-Way (ROW) Safety Improvement Project (SIP)
4. Authorize Agreement with Mobility Data IO for California Integrated Travel Project (Cal-ITP)
5. Approve Three-Year Agreements with All Day Cable Inc. and S&K Endeavors for Legacy California Passenger Information Display System (PIDS) FY 2026 Operations & Maintenance

3

3



Item VII.1

CCJPA FY 2025-26 Operating Plan Update & Budget Authorization



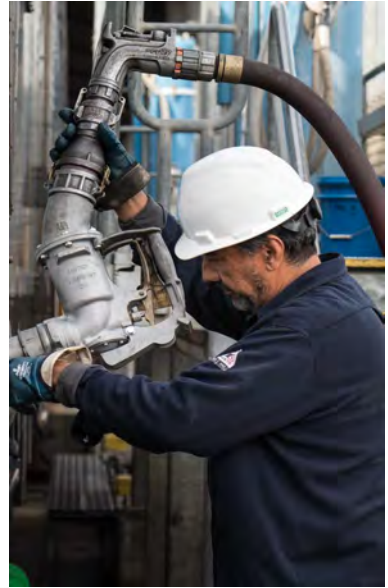
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Mechanical Transition Update

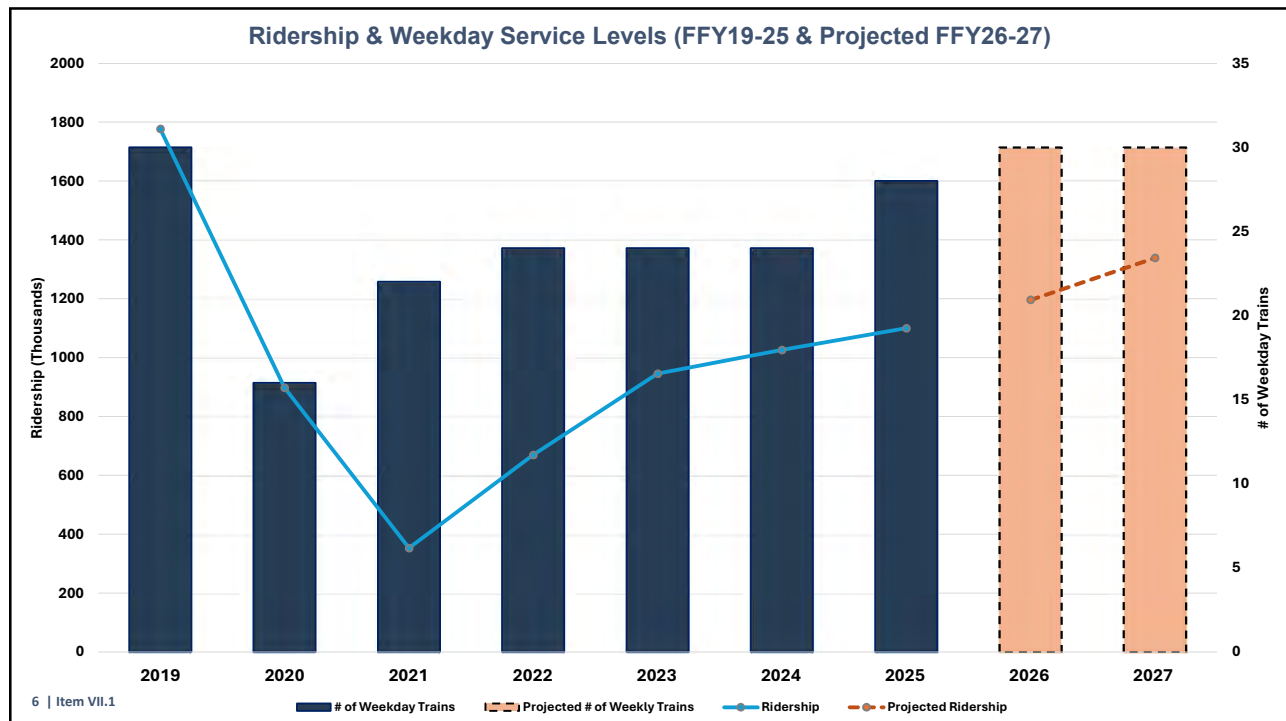
- Equipment Maintainer Transition Completed
- Equipment allocation from SJJPA to CCJPA & LOSSAN in progress



5 | Item VII.1

5 |

5



6



Planned Service Levels

Route	FY 2025 Q1-Q2	FY 2025 Q3-Q4	FY 2026 Q1	FY 2026 Q2-Q4	FY 2027
Sacramento-Oakland					
Weekday	24	28	28	30	30
Weekend	22	22	22	22	22
Oakland-San Jose					
Weekday	12	14	14	14	14
Weekend	14	14	14	14	14
Sacramento-Roseville	2	2	2	2	2
Roseville-Auburn	2	2	2	2	2







7 | Item VII.1

7

Northern CA Equipment Lease Readiness Plan

- Caltrans & Caltrain equipment lease agreement, September 2025
- Requesting Authority from CCJPA Board to procure the branded vinyl train wraps to prepare to put into service
- After Equipment is prepared, plan for service on Capitol Corridor route is January 2026

8 | Item VII.1

8

FY 2026 ABP Approval and Funding Authorization

- Supports full restoration of train service to FY 2019 pre-COVID pandemic levels in FY 2026 Q1
- Target a return to 50% or better cost recovery level in FY 2026 (~43-46% in FY 2024)
- Continue to seek and implement cost saving strategies through FY 2026 and future fiscal years
- Develop mid-term (3-5 year) plans to align service levels with projected costs and revenue and prepare for expansion of service tied to completed capital projects

9 | Item VII.1

9

CCJPA Annual Business Plan FY 2026 Funding Authorization (In Millions)



ABP Funding Authorization	FY 2025 Authorized	FY 2026 Requested	FY 2026 Authorized
Operations			
Amtrak Operations (net)	\$28.2	\$27.2	\$22.9
Direct Operations	\$ 0.8	\$ 2.8	\$ 2.8
Information Customer Support Services	\$1.5	\$1.6	\$1.6
CCJPA Administrative Management			
Administration	\$4.3	\$4.5	\$4.5
Marketing	\$1.7	\$1.7	\$1.7
TOTAL CCJPA Funding	\$36.5	\$37.8	\$33.5
CCJPA Supplemental Allocation	\$1.5	\$1.5	\$1.5
CA Intercity Passenger Rail Supplemental Allocation	\$12.1	\$14.0	\$16.5
TOTAL FUNDING AUTHORIZATION	\$50.1	\$53.3	\$51.5




10 | Item VII.1

10

9/12/2025


Item VII.2 VMT Reduction Analysis and Options Yolo Bypass Mitigation Fund


 Presented by:
Brian Soland, CCJPA Planning

11

Overview – Context

- **Project Context:** Caltrans is widening I-80 across the Yolo Bypass with managed lanes
- **Environmental Mitigation Requirement:** Must address increased traffic, GHG, and VMT impacts from expansion
- **Funding Opportunity:** ~\$10M+ available to Capitol Corridor for mitigation
- **Goal:** Reduce 12.6M* vehicle miles traveled (VMT) across the Yolo Bypass through *mode shift* strategies





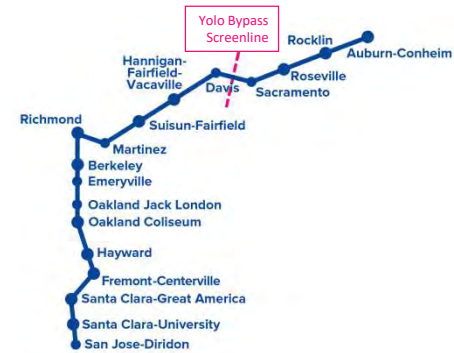
*12.6M VMT reduction goal identified by Yolo 80

12 | Item VII.2

12

Considerations

- All VMT reductions must come from the 56 Origin-Destination station pairs crossing the Yolo Bypass
- Funds can only be used for trips that cross the Yolo Bypass
- 150k new trips need to be generated to meet VMT reduction goal
- Resource constraints (budget, staff capacity)
- CCJPA identified “fare reduction” as the optimal strategy



13 | Item VII.2

13

Potential Uneven Fare Structure

	ARN	RLN	RSV	SAC	DAV	FFV	SUI	MTZ	RIC	BKY	EMY	OKJ	OAC	HAY	FMT	GAC	SCC
RLN	\$																
RSV	\$	\$															
SAC	\$	\$	\$														
DAV	\$	\$	\$	\$													
FFV	\$	\$	\$	\$	\$												
SUI	\$	\$	\$	\$	\$	\$											
MTZ	\$	\$	\$	\$	\$	\$	\$										
RIC	\$	\$	\$	\$	\$	\$	\$	\$									
BKY	\$	\$	\$	\$	\$	\$	\$	\$	\$								
EMY	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$							
OKJ	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$						
OAC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$					
HAY	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				
FMT	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			
GAC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		
SCC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
SJC	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

\$	Reduced Fares for Yolo Bypass Station Pairs
\$	Inconsistent Fare (more expensive for shorter trip)

14 | Item VII.2

14

Proposed Approach



Primary Strategy: Fare Discount

- 20-30% discount for trips that cross the Yolo Bypass
- Demand elasticity – Price decrease increases ridership and revenue
- Can support up to 3 years of reduced fares
- Potential to use increased revenue to resolve other inconsistent fares

CCJPA must advocate for long-term funding source to keep fares low (e.g. ongoing support from managed lanes revenue)

Example Fare Discount Scenario

	25% Discount – Yolo Bypass ODs
Time to reach 12.6M VMT	2.4 yr
3-year subsidy	\$9.6M
Forecast % Ridership increase (Yolo ODs)	10.2%
Forecast revenue change (Annual)	+ \$1.5M
Other ODs re-investment Discount	-15.5%
Forecast % Ridership increase (Other ODs)	6.3%

15 | Item VII.2

15

Promotion/Marketing Approach



Support Strategy: Marketing Campaigns and Discounts

- Targeted campaigns and discount events to drive Yolo Bypass ridership
- Marketing to reinforce and maximize fare reduction effectiveness
- **Budget: 5-10% of funds**



16 | Item VII.2

16

Next Steps



1-3 Months: Financial cost model to consider subsidy amount for first 3 years with planned fare increases and ridership forecasts



3-6 Months: Caltrans / Yolo 80 acceptance and agreement on funding amount



6-12 Months: Implementation plan for advancement



17 | Item VII.2

17

CCJPA Board Request



- Authorize a funding agreement with Caltrans District 3 for \$10 million (Yolo 80 Managed Lanes Project)
- Implement a fare reduction program that meets the VMT mitigation
- Address other affected fare adjustments to avoid inconsistent fares not directly tied to the D3 mitigation plan
- Pursue academic study on fare Elasticity



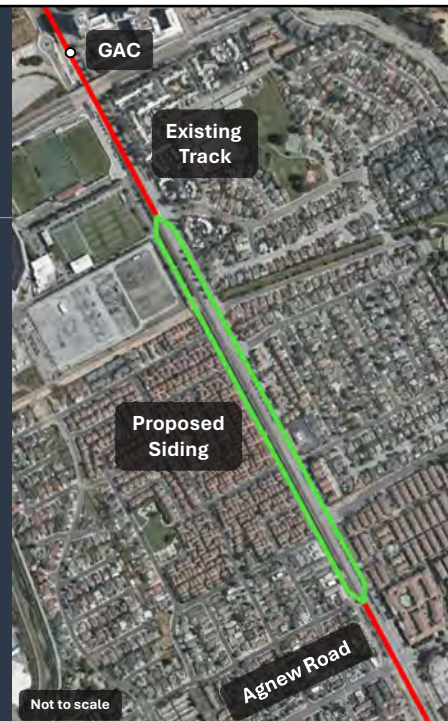
18 | Item VII.2

18

Item VII.3

Agnew Siding and Santa Clara Utility Relocation

- Construction of approximately 2,900 feet of new siding track
- Decreases conflicts and delays in a congested single-track segment improving reliability for all train operators in the area
- To meet desired schedule, the City of Santa Clara requested CCJPA to manage the design and construction for the relocation of 7 utility crossings affected by the siding



19

19

Agnew Siding Project Construction Agreements



Agreement	Not-to-Exceed Amount – In Millions
Agnew Siding Construction	
Union Pacific Railroad (Track and Signal Construction)	\$4.4
Construction Contractor (Other Construction Activities)	\$6.6
Total Agnew Siding Construction Agreements	\$11.1
Santa Clara Utility Relocation	
Construction Contractor for Utility Relocation	\$3.2
UPRR License Fees for Utility Relocation	\$0.3
Total Santa Clara Utility Relocation Agreements	\$3.5

20 | Item VII.3

20

Agnew Siding – Proposed Funding Plan



Fund Source (in Millions)	Funding Amount
Agnew Siding Construction	
TIRCP	\$ 5.0
Prop 1A	\$ 1.9
State Rail Assistance Cycle 2	\$ 2.5
*CCJPA Operating Funding Reserves	\$ 1.6
TOTAL Agnew Siding Construction Funding	\$11.1
Utility Relocation Construction	
*City of Santa Clara Funding	\$ 3.5
TOTAL Utility Relocation Construction Funding	\$ 3.5

*Requesting CCJPA Board Action Today

21 | Item VII.3

21

Agnew Siding – Request for CCJPA Board Approval



Authority to use \$1.6 million in CCJPA Operating Funding Reserves which will be replaced by State Rail Assistance Cycle 3 Funding



Authority to increase City of Santa Clara Utility Relocation Reimbursement Agreement to \$3.5 million



Authority to enter into 4 Construction Agreements



22 | Item VII.3

22



23

Phase Two: Proposed ADA Platform

Current Substandard Platform

Project Funding	
CCJPA funds	8,750,000
UPRR Contribution	2,250,000
Amtrak Contribution	5,000,000
Total	16,000,000

Platform and Tunnel	45,000,000
Crossovers and Signal	20,000,000
if not constructed in advance	
Total	65,000,000

Phase One: Crossover and Signal Project

24 | Item VII.4

24



25

Item VII.6 - Managing Director's Report

FY 2025 Service Performance

2025 Onboard Survey

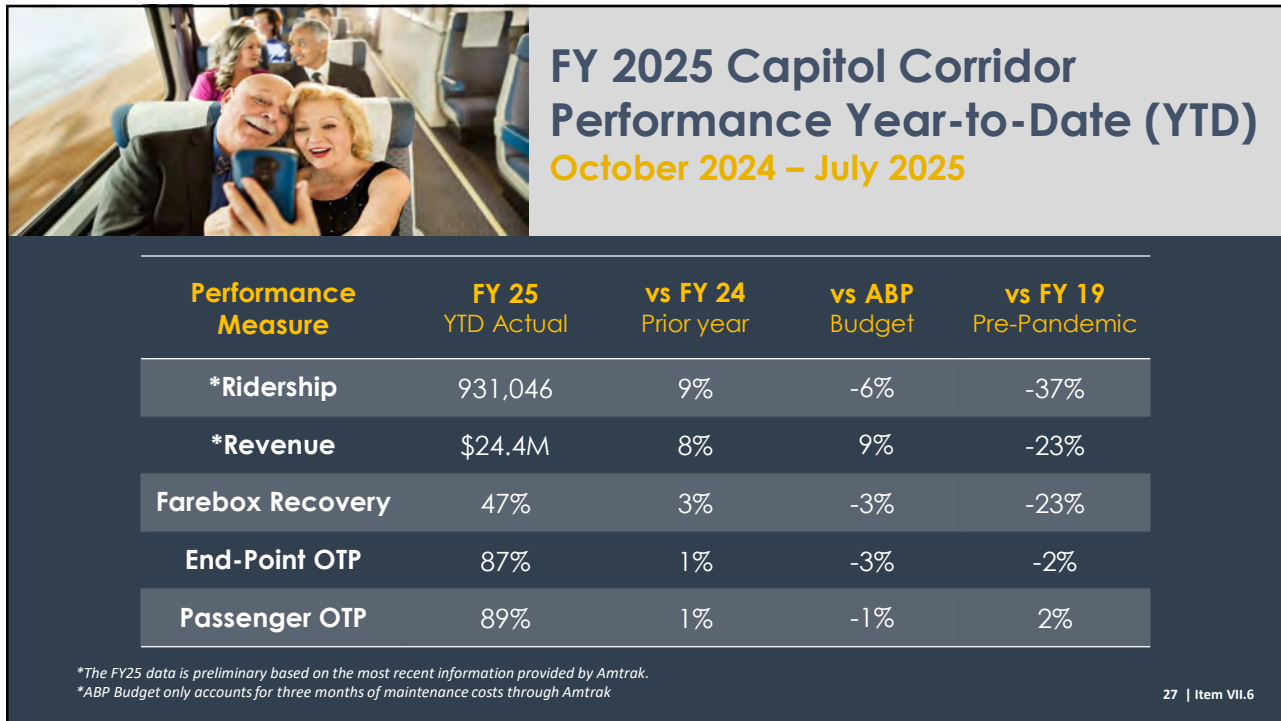
Schedule Survey Results

California Rail Safety Month

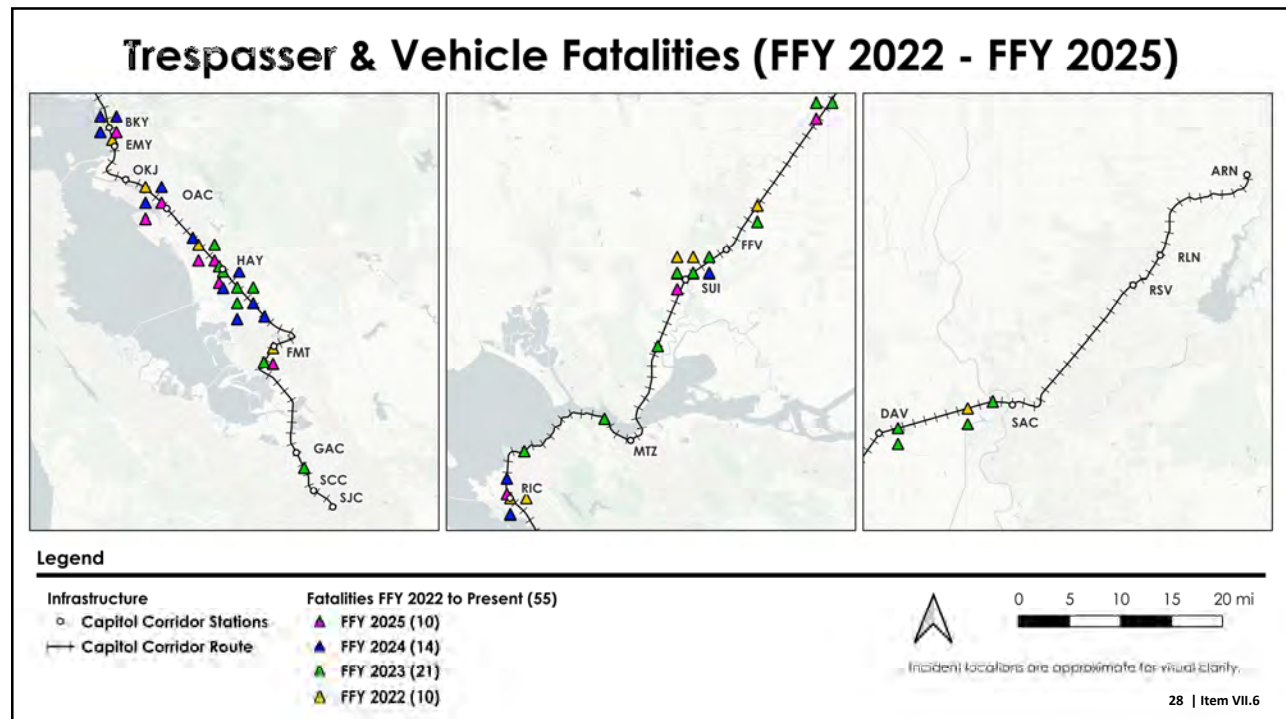
Welcome New Team Members

26

26



27



28

Capitol Corridor 2025 Onboard Survey Key Findings



29 | Item VII.6

29

Overall Satisfaction

**Net Promoter
Score: 93%**

Likely or Very Likely to
recommend Capitol
Corridor to a friend or
colleague.

89%



Very Satisfied/ Satisfied

Considering both your onboard and
station experience, how would you
rate your overall experience on
Capitol Corridor?

8%

Neutral

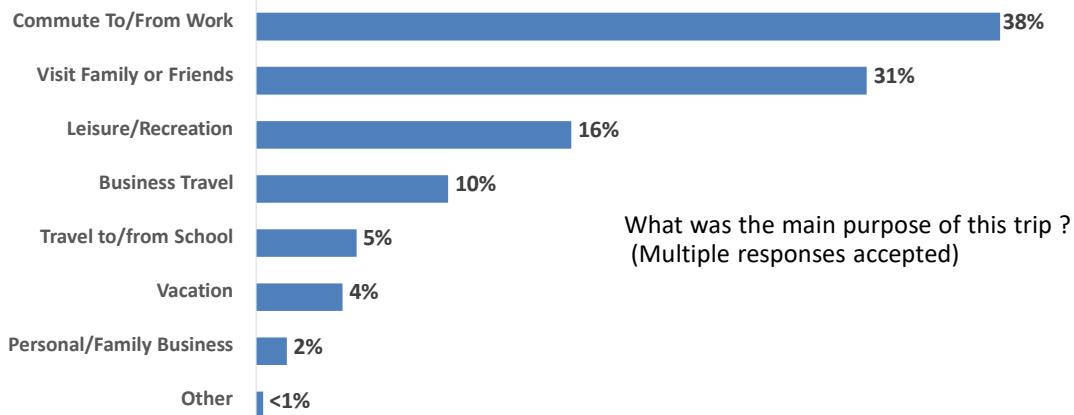
3%

Dissatisfied/ Very
Dissatisfied

30 | Item VII.6

30

Trip Purpose



31 | Item VII.6

31

Alternatives to Capitol Corridor

78% of riders are "choice" riders who would otherwise use an auto, showing that Capitol Corridor helps reduce the total number of auto trips in the region.

Reason	%
Would not make trip (Exclusive)	11%
Auto/Drive alone	59%
Carpool/Rideshare	18%
Bus	17%
BART	4%
Uber/Lyft	1%
Other	2%

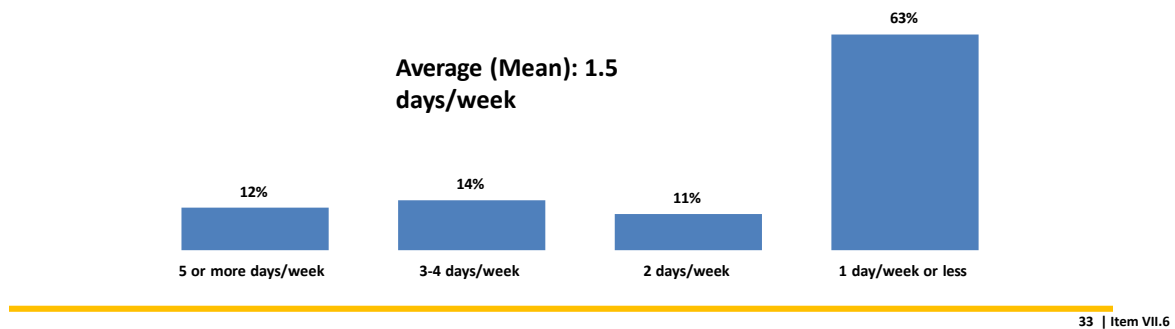
32 | Item VII.6

32



How often using Capitol Corridor

About how often do you use Capitol Corridor now?



33

Usage and Demographics

- 41 Years old (average)

Average income:

- Weekday riders
\$129,992
- Weekend riders
\$104,156

Home location Top Counties

1. Sacramento (25%)
2. Alameda (18%)
3. Yolo (11%)
4. Solano (9%)
5. Contra Costa (9%)

Boarding Station Top Stations

1. Sacramento (25%)
2. Emeryville (12%)
3. Oakland - JLS (11%)
4. Davis (9%)
5. San Jose (8%)

Alighting Station Top Stations

1. Sacramento (32%)
2. Davis (11%)
3. Emeryville (9%)
4. Martinez (8%)
5. Oakland - JLS (7%)

34 | Item VII.6

34

Capitol Corridor Schedule Feedback Survey Results

July 2025

35 | Item VII.6

35

Survey
Methodology
& Recent
Ridership

Feedback
obtained from
current, past,
and non-riders

Total respondents: 1,395

Sources: 57% onboard, 26%
online, 17% unknown

Survey covered rider habits,
schedule preferences, and
demographics

79% rode Capitol
Corridor in the past 12
months

11% used it before but
not recently

9% have never used
Capitol Corridor

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36

Desired Schedule Improvements

What do riders want? A wide array of things.

Later evening
returns – 31%

More frequent
midday service –
28%

More frequent
weekend service –
24%

Better timing with
BART/ferry/buses
– 24%

More consistent
departure/arrival
times – 23%

Earlier morning
departures – 20%

37 | Item VII.6

37

Expected Changes (Next 6 Months)

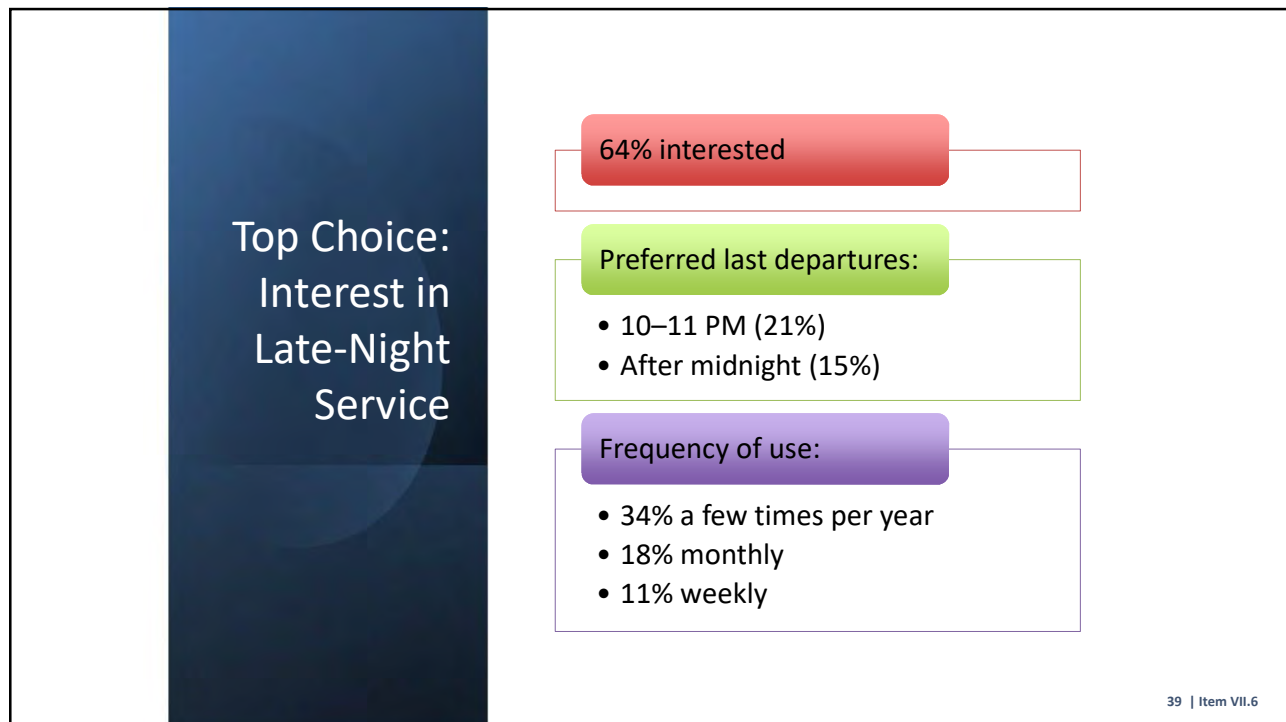
31% expect to
commute more often

5% expect to
commute less

48% expect no
changes

38 | Item VII.6

38



39





California Rail Safety Month Kickoff

Davis, CA
September 3, 2025

40 | Item VII.6

40



Public Event

- Information Tables-
 - UP, California Operation Lifesaver, Capitol Corridor, City of Davis/Yolo County, Yolo Bus, Amtrak PD, UP Police, Davis PD, CHP
- Amtrak Locomotive Simulator
- California Northern Railroad Locomotive
- Attendance: Five Board Members, 70 community attendees

41 | Item VII.6

41

Press Conference

- Leo Sanchez, CCJPA
- Chad Edison, CalSTA
- Bapu Vaitla, Mayor of Davis
- Doug Calcagno, Amtrak
- Lucas Frerichs, CCJPA Board
- Peggy Ygbuhay, Union Pacific
- Nancy Sheehan-McCulloch, CA Operation Lifesaver



42 | Item VII.6

42



Safety Train Ride

- Train Bingo
- Scavenger Hunt
- Livestream from HWY 113 crossing in Dixon
- Law enforcement stationed at crossings between Davis and Martinez

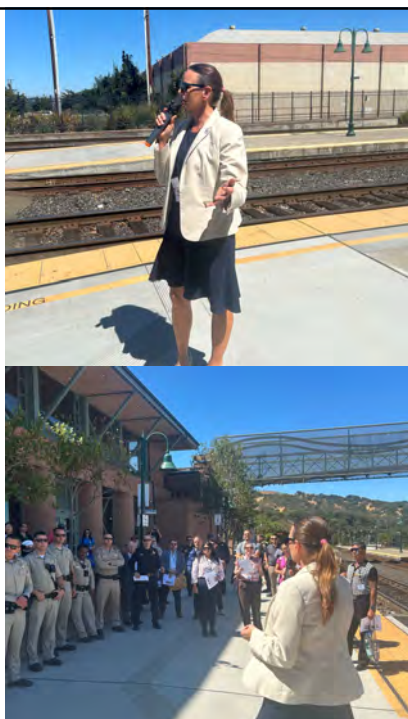
43 | Item VII.6

43

Field Trip to Railroad Crossing at Ferry Street

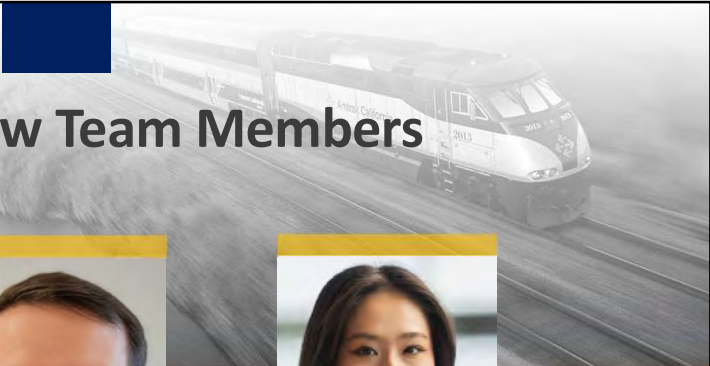
Martinez Station

- Union Pacific engineers and CPUC led a discussion about the many improvements at that crossing and a scavenger hunt.




44 | Item VII.6

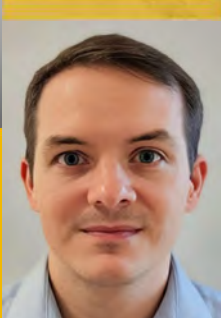
44




Meet Our New Team Members



Emily Denio
Climate Corps Fellow



Stuart Bishop
Principal Business Data Analyst



Annmarie Wong
Marketing Representative II

45 | Item VII.6